

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
Which is incorporated in the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

No. 16,020. 號十二零千六萬一第 日一十月七年元統宣 HONGKONG, THURSDAY, AUGUST 26TH, 1909. 四拜禮 號六十二月八年九零百九千一英港香 PRICE, \$3 PER MONTH.

THE
DIRECTORY & CHRONICLE
FOR 1909.
Complete Edition ... \$10.00
Small ... 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers.

NEW PIANOS ON HIRE

AT
\$10 PER MONTH.

TUNING AND REGULAR
ATTENTION INCLUSIVE.

S. MOUTRIE &
CO., LIMITED.

KOWLOON HOTEL

THE ONLY FIRST CLASS
ESTABLISHMENT ACROSS
THE WATER.
SINGLE and DOUBLE ROOMS To Let
with or without Board.

O. E. OWEN,
Proprietor.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908.

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.
WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.
every 15 minutes.
SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909.

DR. M. H. CHAUN.

THE LATEST METHOD OF THE AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907.

SIEN TING
SURGEON DENTIST.
No. 10, D'ARQUILLAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905.

BREWER & CO., LIMITED.
PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.
TELEPHONE, No. 696.

JUST PUBLISHED:
ELIZABETH VISITS AMERICA,
BY ELINOR GLYN,

AUTHOR OF THREE WEEKS,
VISITS OF ELIZABETH
WITH FINE PHOTO-
GRAVURE PORTRAIT OF
(ELIZABETH) MAR-
CHIONESS OF VAUMOND

PRICE \$1.75.

THE FAMOUS
"DE RESZKE" CIGARETTES
AS SUPPLIED TO THE
HOUSE OF COMMONS.

Delicious of flavor, and cool to the taste,
Your tobacco in packet of papers enclosed,
Beloved of all those who appear in Detroit,
"De Reszke," I tell you—the one Cigarette.

Boxed ON

25s. 50s. 100s.

PRICE \$4.50 PER 100.

SAMPLES ON APPLICATION.



KUPPER'S PILSENER
BEER.

THE LEADING BEER IN THE
FAR EAST.

SOLE AGENTS—
CALDBECK, MACGREGOR & CO.,
15, Queen's Road Central.

Hongkong, 21st July, 1909.

CUTLER, PALMER &
WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

| | Per Case |
|--------------------------------------|-----------------------|
| BRANDY ★★★★★ | \$23.50 |
| "★★★★ | 21.00 |
| "★★★ | 17.75 |
| WHISKY, FINE MALL | 21.00 |
| "JOHN WALKER & SONS' OLD HIGHLAND | 13.25 |
| "C. P. & CO.'S SPECIAL BLEND | 11.25 |
| PORT WINE, INVALIDS | 21.00 |
| "DOURO | 14.25 |
| SHERRY, LA TORRE | 16.75 |
| "AMOROSO | 21.00 |
| BENEDICTINE, D.O.M. | Qts. 42.00 Pts. 44.00 |

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SLEMSSEN & CO.

HONGKONG AGENTS.

LANE, CRAWFORD & CO.

(TELEPHONE 97).

(FORTNIGHTLY CONSIGNMENTS OF)

"GOLF BRAND"
YORK HAMS.

THESE HAMS ARE SPECIALLY SELECTED AND CURED
FOR LANE, CRAWFORD & CO., WHO GUARANTEE
THEIR EXCELLENCE AND FLAVOUR.

LANE, CRAWFORD & CO.

Hongkong, 11th August, 1909.



The GOLD MEDAL for Quality in the
Franco-British Exhibition has been awarded to

"WHITE HORSE"
WHISKY.

MACKIE & CO. DISTILLERS LTD.
LAGAVULIN DISTILLERY, ISLAY.

MARK
OBTAINABLE AT ALL STORES
OR FROM THE
SOLE AGENTS:

LANE, CRAWFORD & CO. \$15 PER DOZ.

NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused supplies.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of, excellently
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct
Steamer Service by the S.S. "KOREA" and "SAIKO MARU" (2,877 tons each)

| NORTH-BOUND. | | | |
|--------------------------|-----------|-----------|-------------------|
| Leave—Shanghai (Steamer) | Thursday | Saturday | Sunday |
| Arrive—Dairen | 11 a.m. | 8.50 p.m. | Monday or Tuesday |
| Leave—Dairen | 8.50 p.m. | Monday | Tuesday |
| Arrive—Mukden | 9.15 p.m. | Wednesday | Friday |
| Leave—Mukden | 5 a.m. | Thursday | Saturday |
| Arrive—Changchun | 6.55 a.m. | Friday | Sunday |
| Leave—Changchun | 8 p.m. | Saturday | Monday |
| Arrive—Harbin | 5 p.m. | Sunday | Tuesday |

Connecting at Harbin with { State Express for Moscow, Wagon-Lits for Moscow, State Express for St. Petersburg }

SOUTH-BOUND.

| SOUTH-BOUND. | | | |
|---------------------------|------------|-----------|----------|
| Leave—Mukden | 2.10 p.m. | Wednesday | Friday |
| Arrive—Dairen | 2.30 a.m. | Thursday | Saturday |
| Leave—Dairen | 12.30 p.m. | Friday | Sunday |
| Arrive—Shanghai (Steamer) | afternoon | Saturday | Monday |

*Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are
obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.
and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add.: "YAMATO")
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the
Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add.: "MANTEU." Codes: A.B.C., 5th Ed., AI, and Lieber's. [137-722]

LONG HING & CO.,
PHOTO SUPPLIES.

17, QUEEN'S ROAD, CENTRAL.

JUST LANDED:—

EASTMAN'S KODAK FILMS.

FOLDING CAMERAS FITTED WITH

"ZEISS," "GOERZ," "BOSS" LENSES ON

COMPOUND SHUTTERS

AT MODERATE PRICES.

DEVELOPING & PRINTING

A SPECIALITY.

KELLY & WALSH, LTD.

| | | | |
|--|--------|---|--------|
| A Reading, by E. F. Benson | \$1.75 | SIR ROBERT HART. The Romance of a Great Career, by J. Bredon | \$4.50 |
| The Sword of the Lord, by J. Hooking | 1.75 | The Cause of Sex. The Determina- tion or Production of Sex At Will, by E. Rumley Dawson | 5.25 |
| Lady Bodway's Ordeal, by Florence Warden | 1.75 | The Sexual Disabilities of Man and Their Treatment, by A. Cooper | 3.50 |
| Marcher Royal, by J. B. Fletcher | 1.75 | Is Death the End or Conscious Per- sonality after Death | 2.75 |
| Starbuck, by Sheila Kaye Smith | 1.75 | The Transmigration of Souls, by D. A. Bertholet | 2.25 |
| The Lady of the Shroud, by Bram Stoker | 1.75 | Agriculture in the Tropics, by J. C. Willis | 6.50 |
| Mollie Deverill, by Curtis York | 1.75 | Marine Insurance. Principles and Practice, by F. Templeman | 3.10 |
| The Red Hot Crown, by Dorothea Gerard | 1.75 | Physiology Made Easy, by H. H. Cudmore | 80 |
| An Eye for an Eye, by M. C. Leighton | 1.75 | Cutaneous Exercises for Constipation | 80 |
| Lewis Rand, by Mary Johnston | 1.75 | Cutaneous Exercises for Indigestion, Flatulence and Gastritis | 80 |
| The Little Brown Brother, by S. P. Hyatt | 1.75 | Simple Strength Tests | 80 |
| The Yellow God, by H. Rider Haggard | 1.75 | Tricks and Tests of Muscles | 80 |
| The Show Girl, by Max Pemberton | 1.75 | Tricks of Self-Defence | 80 |
| The Wagner Stories, by Filsen Young | \$1.50 | How to Dive: Trick and Fancy | 40 |
| The Bohemians of the Latin Quarter, by Henri Murger | 2.75 | Handbook of Free Gymnastics and Dumb Bell Exercises | 80 |
| The Race of the Earth (Das Antlitz der Erde), by E. Suess, Trans. by H. B. O. Sollas; 3 Volumes, Maps and Illustrations | \$4.00 | "Between Ourselves," Letters to a Younger Brother | 80 |
| Porcelain. Oriental-Continental-British. A Handbook for Collectors, by R. L. Hobson | 5.25 | The Practical Cricketer | 80 |
| Sketching Grounds. Special Number of "The Studio," Coloured Plates, &c., by Eminent Living Artists | 4.50 | Swimming for Health, Exercise and Pleasure | 80 |
| Electricity in the Service of Man, by P. M. Walsley | 9.00 | Quickness and How to Increase It | 80 |
| The Gas, Petrol and Oil Engine, Vol. I. by D. Clerk; Illustrated | 10.50 | | |
| Fleet Street and Other Poems, by J. Davidson | 4.50 | | |
| The Crown of Wild Olives, by Raskin | 40 | | |

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String Band Plays during Tiffin and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905.

"KINGSOLERE,"
PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONALD ROAD.
Telephone No. 154.
Telegraphic Address: "SACHSOLA."
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE.

"BRAESIDE,"
PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 197.

QUEEN'S ROAD CENTRAL.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHEY, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort
to Residents and Tourists.

Table D'Hôte at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to
M. USCHMANN,
Proprietress.

Hongkong, 5th October, 1908.

VICTORIA HOTEL

SHAMSHAN—CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address: "VICTORIA, SHAMSHAN."

SITUATED ON THE BATHING CONCESSION.

MACAO HOTEL.

MACAO.

Telegraphic address: "FARMER, MACAO."

SITUATED IN THE CENTER OF PRATA GRANDE

Both Hotels electrically lighted and under
experienced European Supervision.

GUIDES AND CHAISES PROVIDED.

Every information and Special attention given
to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor.

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA).

MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
Two steamers (S.S. Sun An and S.S. Tin) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.

Cable Address: "BOAVISTA."

For Terms, apply to
THE MANAGER.

THE
GRAND HOTEL

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.

Situated in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE, Proprietor.

M. MAILLE

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO
HIS EXCELLENCY THE GOVERNOR.WATSON'S
HOUSEHOLD
AMMONIAFOR THE BATH, TOILET AND
HOUSEHOLD.Promotes a healthy action of the skin, counter-
acts all effects of perspiration, and is as
refreshing and invigorating to the system
as a Turkish Bath.WATSON'S
CARBOLIC SOAPSHIGHLY RECOMMENDED BY THE
MEDICAL PROFESSIONIn three strengths, containing 5%, 10% and 20%
of pure carbolic acid.

WATSON'S

SOAP for
PRICKLY HEATContaining:
ARNICA, CAMPHOR,
AND
CARBOLIC ACIDA. S. WATSON & CO.,
LIMITED,THE HONGKONG DISPENSARY
AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news
column should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.All letters for publication should be written on
one side of paper only.
No anonymous signed communications that
have already appeared in other papers will be
inserted.Orders for extra copies of DAILY PRESS
should be sent before 11 a.m. on day of
publication. After that hour the supply is
limited. Only supply for Cash.
Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Lieber.
P. O. Box, 34. Telephone No. 12.HONGKONG OFFICE: 10A, DES VUE ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, AUGUST 26TH 1909.

The first step toward constitutional govern-
ment in China is being taken. Arrange-
ments for the election of representatives to
the new provincial governments have been
completed, and Kwangtung, with its pro-
gressive capital, Canton, has had the honour
of showing the way to the remainder of the
Empire. The elections in the adjacent pro-
vince have taken place this week, and
already the names of the successful candi-
dates have been published in the Chinese
Press.Constitutional government for China had
long been discussed, but the subject seemed
as if it would remain nothing more than an
ideal, or a foolish incongruous fancy, accord-
ing to the point of view, when, to the sur-
prise of the world, the late EMPEROR made a
declaration sanctioning the introduction of
constitutional government, but stipulating
that it should not come into effect for some
years, in order to give opportunities for the
Chinese to qualify in methods of government
by representation. The wisdom of the
stipulation will not be questioned, though
some difference of opinion may exist as to
the extent of the period of probation. It
may very well be argued that the best
qualification is that which comes from ex-
perience, and the occasion for the long delay
of ten years is not the necessity nor the
expediency which it is claimed to be. How-
ever that may be, there is reason to feel
glad that such a revolutionary change in
China is the outcome not only of peaceful
means but the product of the enlightenedpolicy of a ruler whose actions did not
always meet with general approval.It is intended, then, that provincial parlia-
ments or councils shall be established, with
a view to giving popular representation in
the government of the provinces, and that
the experience so acquired shall be useful
when the Imperial Parliament is brought
into being. The new councils, the elections
for which are proceeding all over the
Empire, continuing from now onwards for
two months, will be entrusted with the
administration of laws, and all matters
which come within the purview of pro-
vincial government. The Viceroy of the
province, or the Governor, will preside over
the meetings of the Assembly, but though
the appointment of officials will still be
vested in the Throne, it is not to be inferred
that the Council is without power. Its
members will have all the influence which
comes from popular election, and standing
as the representatives of the people they
will be enabled to secure the requisite
deference for their wishes which is perhaps
not apparent on the surface. Supposing
for instance, the conduct of an official
is reviewed by the council, who
express the opinion that he should be
removed. No Viceroy could afford to
ignore the finding of the Assembly. He
must listen to the voice of the people as
made articulate through their representa-
tives, and should be resort to unpopular
action the Chinese have methods of dealing
with an official who outrages public senti-
ment in such a fashion.Taking the Kwangtung Province as an
example, it will elect, or, rather, has elected
ninety-six representatives. Twelve of these
will be elected by the Council to form an
Executive Council or advisory body, thus
following to a degree the Western precedent.
But what is perhaps of greatest interest is
the fact that China, in this connection, has
taken a step in advance of many European
countries. China has accepted the principle
of payment of members. The representatives
elected to the Executive Council will receive
salaries during their tenure of that office,
while the remaining members of the
deliberative assembly will receive only those
expenses entailed by provincial travel, to
be defrayed by the district or prefecture
which they represent.Having regard to the illiteracy of the
masses, it need occasion no comment that the
basis of election is not manhood suffrage.
The professional classes, students, and men
possessing property valued at five thousand
dollars are entitled to vote. Until educa-
tion has become more general in the Empire
the provision to exclude the proletariat from
participating in the duty of selecting
representatives for provincial and imperial
parliaments seems perfectly justified. No
doubt the present franchise could be advan-
tageously broadened, but a beginning must
be made somewhere, and if those who now
exercise the franchise for the first time in
the history of the empire show that they
appreciate the privilege, and the members
selected acquit themselves in a worthy
manner, there can be little doubt that the
scope of the experiment will be enlarged,
and the advent of the Imperial Parliament
will be hailed with confidence, as likely to
establish the better relations between the
Throne and the people so greatly to be
desired.The new Viceroy of Canton leaves Shanghai
for the south on the 29th inst.The state of Asia was described by Lord
Curzon in a recent speech as "one of unceasing
commotion."The Rev. C. J. Ferguson-Davis, the new
Bishop of Singapore, was to be consecrated in
St. Paul's Cathedral, London, on Tuesday, and
will be enthroned in St. Andrew's Cathedral,
Singapore, about November 25.A silver keyless watch, a pair of spectacles,
some money and a cheque for \$31.70 were stolen
from the Army Commissariat Department
between Tuesday night and Wednesday morn-
ing.According to a telegram from Peking the
Waivapu has requested the Viceroy and
Governors of the provinces to prohibit foreign
vessels trading outside the limits of the treaty
ports.We understand that the Macao Delimitation
Conference is practically at a standstill. The
Chinese Commissioner will await the arrival of
the new Viceroy of Canton, whose approval is
necessary to any action which he takes, before
any further meetings are held. It is stated that
there have been no concessions on either side so
far.A lunk discovered a man leaving a house
in Elgin Street the other night with four
jackets, and on stopping him found that he had
some money which did not belong to him
either. The man was placed before Mr. Wood
at the Magistracy yesterday and sentenced to
six weeks' imprisonment and six hours in the
stocks.Although the prices charged by the Tang-
shan works are higher than the foreign firms',
the Board of Posts and Communications has
decided to give them the order for the carriages
for the Peking-Hankow Railway. It is said
that the order amounts to about ten million taels.We note in a Home paper the announcement
that Sir Matthew Nathan was expected to suc-
ceed Sir Percy Girouard in the Governorship
of Nigeria. That was before Sir Matthew's
appointment as Secretary of the General Post
Office was announced.The Chinese who stabbed a compatriot near
the Wellington Barracks the other day appeared
before Mr. Wood at the Magistracy yesterday
and was sentenced to seven days' imprisonment.
The defendant called a witness to state that the
complainant slapped his face first.A return of the number of death sentences
and executions in British Crown Colonies and
Protectorates in 1908 has recently been laid
before Parliament. Hongkong figures in the
list with only one death sentence and no
executions. In the Straits Settlements the
death sentence was passed on seven persons, but
there were no executions during the year.Five men were charged at the Magistracy
yesterday with being concerned in the piracy
of a junk trading between Hongkong and Tai-
ping on the 18th July. Nothing was heard of
the boat or crew for several days, when one
man informed the Hongkong police that the
junk had been attacked and boarded at Nam
Wan Bay, off Cheung Chau Island, and that
the pirates had gone off with the cargo, valued
at \$18,000 and tackle worth \$1,400. The junk
was beached and the crew dispersed. The case
was remanded.Messrs. J. Wilbur Chapman and Charles
M. Alexander, the eminent evangelists, are due
here on Monday by the *Kamano-Maru* from
Australia. It was expected that climatic con-
ditions would make it inadvisable for them to
conduct meetings in Hongkong on their way
through to Shanghai, but we are informed that
arrangements are being made for meetings to
be held in the Theatre on Tuesday and
Wednesday next. The party numbers about
ten, and includes, in addition to Messrs.
Chapman and Alexander, a well-known soloist
and accompanist.The Shanghai International Swimming Club
is sending representatives to the aquatic sports to
be held at Hongkong on September 23rd, 24th
and 25th. The Shanghai team has not yet been
selected, but the *Shanghai Times* says it is
probable that the following swimmers will
represent Shanghai:—R. W. MacCabe, E.
Prinos, C. W. O. Mayne, P. Fowler, D. H.
Cooke, T. E. N. Rooser, J. Wilson, W. Jones
and G. J. Robinson. The team is a very
fast one, and should acquit itself well in the
championships and the team race, but Hong-
kong, our contemporary says, should win the
water polo match without much difficulty.Six weeks hard labour and six hours in the
stocks was the punishment meted out to a
Chinese at the Magistracy yesterday for enter-
ing a shop at Yumai and stealing a pair of boots.
It appears that owing to the heat the door was
left open. Prisoner took advantage to crawl
into the shop and went under the bed of one of
the foks, who, thinking it was a companion on
joking intent, paid no attention until he saw a
hand reach out and take his boots from the side
of the bed. Then the discovery was made that
there was a thief in the house. The defendant
explained his conduct by saying that he wished
to go to Canton and he took the boots in the
hope of raising the price of his fare.A telegram published in St. Petersburg from
the Far East announced that Port Arthur,
which has been closed to shipping since the out-
break of the Russo-Japanese War, has just
been thrown open again to trade. The reason
for this is that the harbour of Dairen, or
Dairen as it is now called, has become sand-
ed up at its entrance, while its capacity has been
taxed to the utmost by the increase of traffic on
the South Manchurian Railway. In fact,
only Chinese junks are able now to enter
Dairen Harbour, and dredging work on a very
large scale will have to be carried out if Dairen
is to share in the revival of trade and shipping
in the Far East. It may be mentioned that an
express train, in connection with the Siberian
Railway, leaves Changchun twice a week for
Mukden and Dairen; from Dairen Japanese
express steamers convey travellers to Shanghai,
and the South Manchurian Railway has its
own railway-hotel, "replete with every com-
fort."Notwithstanding the vigilance of the local
police and excise officers, crews of vessels
running from this port to Australia still suc-
ceed in leaving the Colony with large quantities
of opium with the object of smuggling the drug
into the Commonwealth. The following report
of a recent seizure is from the *Sydney Morning
Herald* of July 20th:—Early yesterday morning,
while Customs-officer Owens was patrolling the
upper deck of the German steamer *Prinz
Waldemar*, berthed at the Quay, he noticed a
faint light from one of the portholes on the
outside of the vessel. He arrived at the conclu-
sion that one of the Chinese crew had held a
lighted match seaward as a signal to an accom-
plice aloft, and decided to await developments.
Having disguised himself as best he could he
took up a position on the wharf, and shortly
afterwards a pulling boat hove in sight. As
soon as the presence of the officer became known,
however, the boat was pulled quickly away, and
was soon lost in the darkness. Officer Owens
rushed on board, and in the alleyway just
beneath the porthole from which the signal had
been made, he found a bag containing 37 tins of
opium. There was no owner, and the contraband
was confiscated.A European constable at Yumai on Tuesday
found a Chinese girl with 27 yards of cotton in
her possession for which she could not give a
satisfactory explanation. She was arrested and
brought before the Magistracy yesterday and
remanded pending inquiries.The members of the Board of Finance have
decided that as in all countries except China
the issue of bank notes is exclusively in the
hands of the Government Banks and as the
practice of allowing banks established by
Chinese merchants and foreigners to issue notes
at will is contrary to the treaties, negotiations
should be entered into with the foreigners for
the withdrawal of their bank notes from circula-
tion in China after the Chinese banks have
done so.

CORRESPONDENCE.

EDUCATIONAL FACILITIES AT
THE PEAK.[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

Hongkong, 24th August, 1909.

DEAR SIR—I have read the correspondence
relative to the above subject in your columns,
and also the leader in your to-day's issue.The matter does not seem to progress, and
seeing that the Government has its work cut
out to raise revenue it is unlikely that assist-
ance may be expected from that quarter.I estimate a Kindergarten School could be
run at a cost of \$400 per month at most.
Say, \$250 for a Mistress and \$150 for rent,
pupil teacher, stationery, &c.—and I fancy
the expenditure would be covered by the
monthly school fees.It has been suggested to me that one of the
rooms at the Peak Tram Station (topside) would
make a good schoolroom. Failing which it
should not be difficult to obtain another.Now, all that is necessary is for ten good men
(wealthy taxpayers or otherwise) to each guarantee
\$40 per month in school fees. If the guaranteees
have a child or children attending, the fees for
such can be deducted from the amount of \$40
guaranteed.If the school is run by Government, you are
bound to accept any pupil the former may choose
to send you.The style "Government," "State," or
"Board" School doesn't appeal to many parents,
and the title "Kindergarten" will probably not
suit "his little Nibs" aged 9 years, who objects
"to go to school with kids." I suggest that it be
named "The Peak Private School."Only ten men are wanted to come along and
guarantee only \$40 per month each.The population, as you say, is a moving one,
but I venture to say that at any time it should
be possible to find ten people to give the neces-
sary guarantee.I would start the ball rolling myself, but as
yet I am only an "embryo" pupil provider.
Yours faithfully,

PARENT.

A STAR FERRY COXSAIN FINED.

Before Lieut. C. W. Beckwith, B. N., at the
Marine Magistrate's Court yesterday, Lance-
Sergeant Cypriell proceeded against the master
of the ferry launch *Southern Star* for failing to
observe the rules of the road for preventing
collisions at sea.Prosecutor stated that at about 12.10 a.m. on
Aug. 23 he was a passenger by the *Southern Star*
from Hongkong to Kowloon. When about half-
way across the harbour witness observed a junk
on the starboard bow close to the Kowloon wharves,
and going under the stern of the junk. The latter
had to alter its course to port to avoid a collision,
and rubbed alongside the ferry. Witness went
down to the wheel-house and found the No. 2
coxswain in charge.Defendant stated that he altered his course
after the junk, and would have been clear had
the latter kept its course.His Worship held the coxswain to blame, but
as his record was a good one he would impose a
fine of \$2 only, as a warning.

TELEGRAPHIC POST OFFICE.

AMUSING SIDE OF A VOTE AGAINST
"ALCOHOL IN CANTEENS."There has lately been a vote in the Postal
Service which has created some excitement and
a good deal of amusement among those who are
behind the scenes. The question of selling
intoxicants in the various canteens and refresh-
ment bars conducted in London post-offices for
the use of the staff has been hotly discussed on
many occasions, and in order to settle the matter
decisively the Postmaster-General ordered a vote
to be taken in each office.Meetings were held, the temperance and
anti-temperance agitators did their worst,
while it was freely rumoured that the man-
agers of the various canteens had been "got
at" by the brewery companies, though there
was never any evidence to support these
allegations. The result of the vote was a
surprise to everyone, for the majority was
overwhelmingly against the sale of intoxicants.For many reasons the vote was inexplicable:
but a wicked story is now going the rounds that
all those who wanted to get a drink for lunch or
supper voted, against the proposal to sell liquor
on the premises, as the permission which is now
freely given to go out and visit the nearest
"place within the meaning of the Act" would
have been withdrawn, and the man whose thirst
impelled him to buy two bottles of beer might
have found himself the subject of official notice.
In fact, there are those who say the only
people who voted for the sale of drink on postal
premises were the tacticians, who wished to
prevent the possibility of a supplementary
drink. Whatever the truth of these stories, the
fact remains that both sides claim to have gained
a victory.

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinances 1894][REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]SCOTLAND AND THE OPIUM
QUESTION IN CHINA.

LONDON, August 25th.

Sir Edward Grey, Secretary of
State for Foreign Affairs, replying to
a memorial received from Scotland
urging a speedier ending of the opium
traffic and the relaxation of treaty
obligations in favour of China, said
the Government sympathised with the
objects of the petitioners, but the
reports of the British representatives
in China tended to confirm the opinion
that the period proposed by China
was in nowise excessive to enable a
change of such magnitude in the
habits of the population to be
accomplished. The Government was
bound to uphold British Treaty rights,
but had made it clear to China that
the Government had every desire to
support a bona-fide suppression of
the traffic.

STEAMERS IN COLLISION.

GREAT LOSS OF LIFE.

LONDON, August 25th.

The N. D. L. liner "Schlesien"
collided with the Argentine excursion
steamer "Columbia" in Monte
Video harbour.The "Columbia" sank, and from
150 to 300 persons were drowned.
They were mostly women and children.

The "Schlesien" is leaking.

LATER.

Latest reports from Monte Video
state that about eighty persons perished
when the "Columbia" went
down, the rescued being mostly
sailors.Most of the passengers were sleep-
ing at the moment of the collision,
when a wild panic ensued, and the
vessel sank in five minutes.There was a heavy sea running at
the time.TRAGIC DEATH OF LORD
ELIOT.

LONDON, August 25th.

Lord Eliot, heir to the Earl of St.
Germain, was found shot dead in the
gunroom of his father's country seat.He has been in ill-health for some-
time.PROPOSED COTTON
ASSOCIATION.

LONDON, August 25th.

A Manchester cotton trade meet-
ing, representing three or four million
spindles, has resolved to form an
association, the members whereof
bind themselves to severe financial
penalties if they sell yarn under the
minimum prices fixed by the associa-
tion.This only affects spinners of Ameri-
can cotton.

LEGISLATIVE COUNCIL.

At to-morrow's meeting of the Legislative
Council the Colonial Secretary will propose a
resolution under Section 5 of the Liquor
Licences Extension Ordinance, 1908.The following are the orders of the day:—
First reading of a Bill entitled An Ordinance
to amend and consolidate the Laws relating to
Opium and its Compounds; First reading of a
Bill entitled An Ordinance to authorize the
Construction and Maintenance of a Harbour of
Refuge upon and over certain portions of the
Sea Bed and Foreshore situated upon the
Harbour frontage at Tai Kok Tsui, Mong Kok Tsui,
and Yau Ma Tei, in this Colony; Second
reading of the Bill entitled An Ordinance to
amend the Malicious Damage Ordinance, 1865;
Second reading of the Bill entitled An Ordinance
to amend the Rating Ordinance, 1901; Second
reading of the Bill entitled An Ordinance to
amend the Tramway Ordinance, 1902; Second
reading of the Bill entitled An Ordinance to
amend the Liquor Licences Ordinance, 1893, and
the Liquor Licences Extension Ordinance, 1908,
and to repeal the Liquor Licences Amendment
Ordinance, 1902; Second reading of the Bill
entitled An Ordinance to amend the Dogs
Ordinance, 1893; Second reading of the Bill
entitled An Ordinance to set apart certain
Crown Land to be used as a burial ground for
persons professing the Christian Religion, other
than members of the Roman Catholic Church;
Second reading of the Bill entitled An Ordinance
to relieve the Governor-in-Council of
certain ministerial duties.

SUPREME COURT.

Wednesday, August 25th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS
PICKFORD (CHIEF JUSTICE).

INSURANCE CLAIM FOR OIL.

The Tung San Wo firm of Shanghai claimed
from the Po On Marine Insurance and Godown
Company, Limited, of Wing Lok Street, the
sum of 7,000 taels said to be due on 350 packages
of ground nut oil.Mr. M. W. Slade, instructed by Mr. R. A.
Harding, appeared for the plaintiffs, while the
defendants were represented by Sir Henry
Berkley, K. C., and Mr. D. McNeill, who were
instructed by Mr. A. Holbrow (of Messrs.
Deacon, Looker, and Deacon).The statement of claim set forth that the
plaintiffs were the owners of 350 packages of
ground nut oil valued at Tls. 7,000, equal to
\$9,722.22, which were shipped by the steamer
Shao Heing from Shanghai to Canton, and were
insured against total loss by perils of the sea,
including risk of craft, until safely
landed by the defendant Co., under a policy
of insurance dated 17th July, 1908. Before
being landed from a cargo boat the oil was
totally lost in the typhoon of 27th and 28th
July last year. Plaintiffs paid the premium
demanded on the policy, duly notified the
defendant company of the loss, and claimed
the value thereof, and interest at the rate of
eight per cent per annum until payment of
judgment.In the statement of defence the defendants
admitted the allegations in the statement
of claim, but pleaded that the loss of the oil
happened after the expiration of a reasonable
and ordinary period from the time it had been
placed on the cargo boat for the purpose of
landing. Defendants further contended that
the oil was not lost by any of the perils during
the continuance of any of the risks covered by
the policy.In an amendment to the statement of defence
defendants denied certain allegations contained
in the statement of claim, and pleaded that
the oil referred to in the latter was discharged
from the steamer *Shao Heing* and safely
landed at Canton.In their reply plaintiffs joined issue. They
denied that the oil was safely landed in Canton
according to the custom of the port, or to the
customary meaning given by marine insurers
to the words "safely landed" in policies of
marine insurance.Mr. Slade, in opening, informed the Court
that the facts in the case were comparatively
simple. The oil in question was shipped by one
of Messrs. Butterfield and Swire's steamers, the
Shao Heing, to Canton. The steamer was made
fast to Messrs. Butterfield and Swire's pier on
Hunan Island, a "T" shaped structure, and
there discharged per cargo. The oil in question
was native oil, and was packed in baskets lined
with oil paper. As a cargo it was liable to leak,
because the baskets in which it was packed were
somewhat fragile. As Messrs. Butterfield and
Swire refused to store oil in their godown, the con-
signees had to take delivery in cargo boats and
store it in one of the only two godowns in the
whole port of Canton which would then receive
such oil. The process of landing oil was slight-
ly complicated through the necessity of weighing
it out of the ship. Oil was weighed before it
was put into cargo boats as a check upon the
cargo boatmen, who had to deliver the same
quantity of oil as they received. The safe land-
ing which the defendants alleged took place in
Canton was the temporary deposit of this oil on
the wharf on its way from the ship to the cargo
boat.His Lordship—Who pays the wharf charges?
Mr. Slade—The ship. It is all included in
the freight.Proceeding, Mr. Slade said the defendant's
first line of defence was that they declined to
pay the claim because the cases had been safely
landed. The next defence was that of delay.
They alleged that there was undue delay, and
that the cargo was kept in the cargo boat for an
unreasonable time. The *Shao Heing* went
alongside the pier on July 23rd, and finished
discharging her cargo about midday on the 24th.Mr. Slade here explained the methods adopted
by the Imperial Maritime Customs regarding
the landing of dutiable cargo, and remarked
that this oil had been passed and was ready for
landing on the afternoon of July 25th. A cargo
boatman then took it on his boat and went
further up the river in the direction of Canton
to the Tung Yuen godown, where space
had been reserved for it. When the
boatman arrived at this godown he found a
number of other boats laden with
oil from other steamers still anchored in
front thereof waiting to discharge, and
quickness in discharging depended entirely on
the staff of the godown. The landing of oil
was a very slow business, and the godown's
cocoa staff was apparently small for the amount
of work which had to be done in busy times. In
spite of the efforts made by the boatman to
hurry the godown people in this case, the boat
with the oil on board was still lying alongside
on the night of July 27th. Next morning the
typhoon which visited this Colony reached
Canton, and the cargo boat was wrecked and
totally lost, together with all her cargo, which
included the oil which was the subject-matter
of this action.Evidence taken on commission was read, and
the hearing adjourned.How to BE BEAUTIFUL—Keep your com-
plexion, Mrs. Ellen's Crème Chantante; Lait
Chantant and Special Skin Tonic and Poudre
Chantant will enable you to do it. Her
Specialties for the Skin are the study of a
lifetime. A. S. Watson & Co. Ltd. Sole Agents.
[453]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. 1898.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE

NOTICE IS HEREBY GIVEN that the Partnership heretofore subsisting between us, the undersigned, under the style or firm name of "CHINOY AND DASTUR," carrying on business as Bill, Bullion and General Brokers and Warehousemen, at 33, Queen's Road Central, and The Praya East Godown, Wanchai, has been dissolved by mutual consent as from the 21st day of August, 1909.

All debts due to and owing by the said late firm will be received and paid respectively by JAMSHEDJEE ARDESHIR CHINOY.

Dated the 25th day of August, 1909.

J. A. CHINOY,
R. A. DASTUR.

NOTICE

THE BUSINESS formerly carried on by me in Partnership with Mr. R. A. DASTUR, having been dissolved by mutual consent, I have this day commenced a similar business under the style of "CHINOY & Co."

J. A. CHINOY.

Hongkong, dated the 25th day of August, 1909.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 31st inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 24th August, 1909.

GOVERNMENT BILLS.

TENDERS FOR SPECIE BRITISH and MEXICAN DOLLARS, current in this Colony, in exchange for sterling Bills drawn at 10 days sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 a.m. TO-DAY (THURSDAY), the 25th August, 1909.

The Tenders to state the total amount (in pounds sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of tender can be had on application.

H. D. STACPOLE, Lt.-Col., A.P.D.
Treasury Chest Officer.

Hongkong, 24th August, 1909.

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Griffs for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 28th July, 1909.

FOR SALE.

ELECTRIC PLANT

Consisting of—

TWO 125 Kilowatt STEAM ALTERNATOR SETS, Output, 60 Amps, at 2100 Volts. The Sets comprise Vertical Compound Medium speed Engines, 205 revolutions per minute, by Messrs. ROBEY & Co., direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Exciters, &c.

ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power, by Messrs. BROWN and LINDLEY. For further particulars apply to HONGKONG ELECTRIC CO., Ltd., St. George's Buildings, Hongkong, 29th July, 1909.

SUTTON'S SEEDS

Special Selected Collections for this Climate.

VEGETABLES AND FLOWERS in Air-Tight Cases. To be obtained from CHINA EXPRESS CO., Telephone 668. 3, Duddell Street.

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half Year ending 30th June, 1909, at the Rate of TWO POUNDS STEELING PER SHARE OF £125 is Payable on MONDAY, the 23rd August, Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 21st August, 1909.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 3 per cent. per SHARE for the Six Months ending 30th June, 1909, Declared at MONDAY'S ORDINARY HALF-YEARLY MEETING, will be Payable at the Premises of the HONGKONG & SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 24th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.

Hongkong, 24th August, 1909.

INSURANCES

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN-MARINE INSURANCE CO. TOTAL FUNDS at 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital £5,000,000
Subscribed Capital 3,275,000
Paid-up Capital 1,212,500 0 0

II. Fire Funds 3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 14th August, 1909.

THE DAIRY FARM CO., LTD.

BUTTER.

WE regret that, owing to a sharp rise in the price of Butter in Australia and to the low rate of exchange ruling here, we are compelled to raise the selling price of our "DAIRY" brand Butter to 80 cents per lb. from 1st September next, when the following prices will rule—

"HONEYBUCKLE" brand, \$1.00 per lb.
"DAIRY" brand, 80 " "
"DAIRYMAID" brand, 70 " "
"BUTTERCUP" brand, 65 " "

[563]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. WITH CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.
Hongkong, 6th March, 1907.

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 55SG. at 36, 47 and 57.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906.

GENTLEMEN, WE HAVE SOMETHING TO SUIT YOU!

JUST UNPACKED.

A Fine Stock of GENTLEMEN'S HOSE (SOCKS). Assorted Shades and Designs. Black, Tan, Striped, Checks, Lisle and Silk. Lisle, Double Heel and Toe, Plain and Lace Worked. Warranted Fast Colours.

Guaranteed Stainless.

HOOSAIN-ALI & Co.
Hongkong, 3rd August, 1909.

JUST LANDED

A LARGE ASSORTMENT OF LADIES' & GENTS' BOOTS & SHOES.

A. TACK & CO.

PHOTO-SUPPLIES.

26, DES VŒUX ROAD, CENTRAL.

Hongkong, 20th August, 1909.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907.

ENTERTAINMENT

THEATRE ROYAL.

CITY HALL.

ONE NIGHT ONLY!

ON FRIDAY, SEPT. 3RD.

M. E. BANDMANN

PRESENTS

THE MERRY LITTLE

MAIDS COMEDY CO.

IN

"THE GIRLS OF GOTTENBURG"

(2ND EDITION).

FROM THE

GAIETY THEATRE, LONDON.

PRICES AS USUAL.

BOOKING AT MOUTRIE'S.

Hongkong, 25th August, 1909.

GRAU & CO.

(Established 1896.)

No. 27 DES VŒUX ROAD.

Dealers in

POSTAGE STAMPS

AND

VIEW POST CARDS.

Just Received a Selection of

SEN'S ILLUSTRATED

POSTAGE STAMP ALBUMS

of Latest Edition, from \$1.75 to \$16 Each.

Inspection Invited.

[910]

TO LET

TO LET.

No. 1, GARDEN ROAD, Kowloon.

Eight-Roomed House and Tennis Court.

Apply to—

H. M. H. NEMAZEE,

9, Peddar's Hill.

Hongkong, 14th August, 1909.

TO LET.

No. 1, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 4th August, 1909.

TO LET.

No. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to—

E. A. & C. F. CARVALHO,

14, Arbuthnot Road.

Hongkong, 4th August, 1909.

TO LET.

No. 1, ORMSBY TERRACE.

No. 5, BARROW TERRACE, Cheap Rental. The well known Durbar House.

Apply to—

SPANISH PROCURATION.

Hongkong, 31st July, 1909.

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11 Floor.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—

REUTER, BRÜCKELMANN & Co.

Hongkong, 1st July, 1909.

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., LTD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1909.

TO LET.

No. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"BRANER BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

HOUSES in LYEMONG VILLAS, Kowloon.

Apply to—

ARRATTON V. APCAR & Co.,

14, Des Vœux Road.

Hongkong, 24th August, 1909.

TO LET.

No. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Outhouse, Commanding a Fine View of the Harbour.

Apply to—

F. X. D'ALMADA & CASTRO,

33, Queen's Road Central.

Hongkong, 7th July, 1909.

TO LET.

FIRST FLOOR, No. 6, ICE HOUSE ROAD, NINE ROOMS, Electric Fittings, suitable for Offices or Dwellings. Also, GODOWN, No. 9, Duddell Street.

Apply to—

A. B. AVASIA,

1, Duddell Street.

Hongkong, 1st July, 1909.

TO LET.

GROUND FLOOR, No. 75, WYNDHAM STREET. Electric Fittings.

Apply to—

A. B. AVASIA,

1, Duddell Street.

Hongkong, 10th August, 1909.

TO LET

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—

CHATER & MIDDY,
Victoria Buildings,
Hongkong, 1st February, 1909.

TO LET.

STORAGE FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 255 at NORTH POINT. Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 4,000 SQUARE FEET. 999 YEARS' LEASE. For Particulars, apply to—

GEO. KENWICK & Co., LTD.
Hongkong, 8th June, 1906.

TO LET.

GODOWN, No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1909.

TO LET.

No. 2, BEACONFIELD ARCADE, facing the Parade Ground.

PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road.

PREMISES at SHAMSHEN, CANTON, now in occupation of the Canton Kowloon Railway. The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.

BEACONFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

HOUSES in BELLILIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE—TWO CHARTS, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS,
2nd Floor, Alexandra Buildings,
Hongkong, 14th August, 1909.

TO LET.

ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor.

Apply to—

WM. MEYERINK & Co.,
Hongkong, 2nd July, 1909.

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, OFFICES and GODOWN.

No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDAR'S HILL, a Commodious Five-Roomed Dwelling House with Servants Quarters, next to the Masonic Club.

DAVID SASSOON & Co., LTD.
Hongkong, 7th August, 1909.

TO LET.

No. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weissman Ltd., for Tiffin Rooms.

Apply to—

YEE HANG FAT & Co.,
Opposite General Post Office.
Hongkong, 21st June, 1909.

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Godown, East Point.

Immediate Possession. Rent exceptionally moderate.

Apply to—

KAM FOOK,
No. 107, Wellington Street,
behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.
Hongkong, 28th May, 1909.

TO LET.

No. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDAR STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 31st May, 1909.

TO LET.

FIVE ROOMED HOUSES at Kowloon.

1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yauwai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 29th June, 1909.

TO LET.

No. 2, OLD BAILEY. Immediate possession. Moderate Rental.

Apply to—

INTIMATIONS

TENDERS FOR REVENUE FARMS

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named in Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privilege of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenderers to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government does not wish to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms above referred to, are:—

(a) BRITISH NORTH BORNEO—OPTUM, SPIRIT, GAMBLING AND PAVENBROKING, as follows:—

(i) In one concession for the whole State.

(ii) In one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Patan River.

(ii) KUDAT DISTRICT—the Territory bounded on the one side by the true right watershed of the Patan River and on the other by the true left watershed of the Patan River.

(iii) WER COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Pinabassan River and on the other by the Northern Boundary of Province of Sarawak.

(iv) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Brunei point.

(v) PROVINCE CLARKE—being the Territory between Batu-Batu and the Laves Northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also state the proportion of the amount of the Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangement it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter a contract under the present terms of the Proclamations under Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said SECRETARY, at Sandakan, or of Messrs. GUTHRIE & Co., at Singapore, or of Messrs. GIBB, LIVINGSTON & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The rental for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

Opium Farm for 1910, 1911 and 1912 are those specified below:—

EIGHT DREADNOUGHTS.

GOVERNMENT'S DECISION.

A GREATER INDOMITABLE.

The First Lord of the Admiralty last month made his anticipated statement in the House of Commons with reference to this year's shipbuilding programme. He dealt specifically with the Government's decision as to the four "hypothetical" Dreadnoughts. He stated that: "The four additional Dreadnoughts will be ordered, to be built by March, 1912."

The keels will probably not be laid before next April, and the cost will not come into the present financial year.

Proceeding to refer to the progress of foreign shipbuilding, the First Lord added:—

For three successive years the British Government did their utmost to convince the world of the futility of this race in armaments, and of the desirability of curtailing competition.

During those three years the British Government laid down eight large armoured ships—three in the first year, three in the second, and two in the third.

During the same period the German Government had laid down eleven large armoured ships—one in the first year, five in the second, and five in the third.

Mr. McKenna then pointed out the inevitable consequences of such a policy: "It is perfectly obvious," he added, "that if, starting from a given date, we continue to lay down less or no more large armoured ships than a foreign Power than in ten or fifteen years from that given date our superiority at sea will have disappeared."

In these circumstances the Government considered that it would not be safe to continue to hold back; "we are bound to take all necessary steps to secure our predominance at sea, not only now, but in the future."

The First Lord also announced that whereas it was originally intended that the two battleships already placed on order, and the two to be laid down in November at Portsmouth and Devonport, should be battleships, it had now been determined that one of them should be an improved type of cruiser. Mr. McKenna announced:

We have information of cruisers which are more powerful and faster than our Invincibles and Indomitable, and I think the Committee will agree that, as the safety of our commerce depends upon our being able, if necessary, to outrun and capture any hostile cruiser, it is incumbent upon us, as greatly as I personally regret to have to do so, to build cruisers even of greater speed than the Invincibles we have about at the present moment.

In accordance with the statement made yesterday, this year's shipbuilding programme will consist of:

7 battleships (improved Dreadnoughts).

1 battleship-cruiser (improved Indomitable).

6 protected cruisers.

20 torpedo-boat destroyers.

About 10 submarines.

Financial provision is made in the Estimates for only four of the large armoured ships, but material will be ordered for the other four, so that everything may be in readiness for the keels to be laid in April, with every assurance that the ships will be ready for service by March, 1912. At that date the standing of the great navies—unless there is further acceleration abroad—will be:

Great Britain 20

Germany 13

United States 8

France 6

It is possible, as Mr. McKenna explained in March last, that Germany may have seven Dreadnought ships completed in the course of 1912—if not actually at the opening of that year. Mr. Balfour anticipates that German progress will be even more rapid. It is in order to provide against such a contingency that the Government have now decided to begin preparations for laying down the four additional vessels.

THE QUESTION OF GOLD RESERVES.

The report of the Gold Reserves Committee appointed by the Council of the London Chamber of Commerce has now been issued. It has passed the following resolutions:—

1. That the committee recognizes the desirability of strengthening the gold reserves of this country.

2. That the issues of the Bank of England against Government debt and securities commonly called the fiduciary issue, form an undue proportion of the whole, and should be reduced.

3. That a reasonable reserve in gold should be held against the deposits in the Trustee and Post Office Savings Banks.

4. That the bullion department of the Bank of England affords a means by its enlargement for the aggregation of gold reserves held by others than the Government of India, viz:—

(a) The banks of the United Kingdom, including the Bank of England, in respect of such gold held against their liabilities in excess of the money as any of them may elect to deposit in the bullion department.

(b) Scotch and Irish banks in respect of all or any portion of the extra gold held by them against excess issue under the Act of 1845.

(c) The National Debt Commissioners and the Postmaster-General in respect of the gold which the committee recommend should be held against the liabilities of trustee savings banks and Post Office Savings Banks respectively.

5. That all persons or companies carrying on the business of banking within the United Kingdom should ensure in every calendar month, in case their liabilities on current and deposit accounts exceed in all the sum of ten million pounds sterling, and once in every three months in all other cases make a statement of their position showing the average amounts of liabilities and assets on the basis of weekly balance-sheets for the preceding month, or three preceding months, respectively, stating the following amounts separately:—

(a) Liabilities on current, deposit, and other accounts.

(b) Liabilities on notes in circulation.

(c) Liabilities on bills accepted.

(d) Gold and other coin and gold bullion held.

(e) Bank of England notes held, and balances due by the Bank of England.

(f) Balance due by clearing agents, and that a copy of the statement should be put up in a conspicuous place in every office or place where the business of the persons or company is carried on.

6. That it is desirable that the Bank of England should make an annual return showing the aggregate bank's balances for each week of the preceding year.

In conclusion, the committee report their unanimous conviction that the time has arrived when the bankers themselves should come to an agreement on this important matter, and adopt measures to conserve and increase the gold held

in the country, if it is wished to avoid legislative measures. The recommendations of the Committee appear to be practical and practicable. That of Resolution 6 is questionable, since its adoption might curtail the readiness of the Bank of England to make advances. Reservations by Lord Avebury and Sir Edward Holden are appended to the report, and another one made by Mr. Lawrence Currie, the Hon. Herbert C. Gibbs, and Mr. James A. Finlay.

THE DUKE OF CONNAUGHT'S RESIGNATION.

The London Times of the 26th ultimo published the following, received from the War Office:—

"Field-Marshal his Royal Highness the Duke of Connaught has tendered the resignation of his appointment as Field-Marshal Commanding-in-Chief and High Commissioner in the Mediterranean, which His Majesty the King has been graciously pleased to accept with effect from the 1st proximo."

Headling as it does the severance of the Duke of Connaught's life-long connection with the Army, the news, says *The Times*, will be received with genuine regret by soldiers of all ranks. As long ago as 1868 his Royal Highness, after passing through the prescribed course at the Royal Military Academy at Woolwich, obtained his commission as a Lieutenant in the Royal Engineers, from which corps he was transferred five months afterwards to the Royal Regiment of Artillery. Eighteen months later began that connection with the Rifle Brigade which to-day finds the Duke its Colonel-in-Chief, and, finally, his practical acquaintance with all arms was completed by a period of service in the 7th Hussars. Staff service naturally followed, and as Brigade Major of the Cavalry Brigade at Aldershot and as Assistant Adjutant-General at Gibraltar he was trained for the duties of a brigadier-general, which he assumed at Aldershot in 1890.

Two years later still the Duke's ambition as a soldier was realized when, in command of the 1st Brigade (Guards), he served in the Egyptian war of 1882 and was present at the battle of Tel-el-Kebir. His conduct on this occasion was eloquently borne testimony to by Lord Wolseley, and mentioned in despatches, he received the thanks of both Houses of Parliament, the C.B., the second class of the Medjidie, the medal with clasp, and the Khedive's Star.

Returning to Aldershot, he was in a few months selected for a major-general's command in Bengal, and three years later succeeded to the command of the Bombay Army, which he held until March, 1890. This position gave him an opportunity of studying questions connected with Army administration in India, which in after years bore fruit in more than one speech in the House of Lords, where his contributions to debate were received with the respect due to an expert. After his return to England, his next command was at Portsmouth, which, to the great gratification of that corps, he held for over three years, when he was transferred to Aldershot to command the troops at that station in succession to Sir Evelyn Wood. Five years at our great military camp served to establish a reputation for hard work and application to detail which had previously been recognized by those highlights in his career.

During his subsequent tenure of the appointment of Commander of the Forces in Ireland the Government of the day found it impossible, in answer to his requests to employ him in a position befitting his rank in the war then proceeding in South Africa, that this decision, though perhaps inevitable in the circumstances, did not seem justice to an able soldier.

The resignation of the War Office and the Inspector-General of the Forces and President of the Selection Board, and it came as no surprise that the Duke of Connaught's claims to such an appointment received due recognition. His tenure of the post can, however, hardly have been satisfactory to him. If reports can be trusted, his recommendations addressed to the newly created Army Council did not always receive the consideration to which they were entitled, and it was doubtless with relief that the Duke, after less than four years, took up the post of Field-Marshal Commanding-in-Chief and High Commissioner in the Mediterranean. After two winters' work he has, however, decided to resign, to the great regret of the residents of Malta, with whom both his Royal Highness and the Duchess are immensely popular.

From early days as a cadet the Duke of Connaught set an example of what a soldier's life should be. He was ready to work in the cause of others, he has never spared himself, and by none more will his presence be missed than by the rank and file, with whom his popularity has been at all times exceptional. A courteous gentleman, a brave soldier, and a true friend, he leaves the Army that he has served so well with the heartfelt gratitude and sympathy of all who have been privileged to meet him.

RIVAL BEAUTIES.

FAIRER WOMEN OF EUROPE IN COMPETITION.

Six of the prettiest girls on the Continent were to oppose the half-dozen most charming women England can produce, in an international beauty competition which was to take place at the Victoria Pier, Folkestone, on August 17.

The English competitors were to be chosen at a preliminary contest. Candidates came forward from all parts of the country. The winner of the Sussex Beauty Show, Miss Ellis, is among the entrants. She is a charming, fawn-haired girl. Miss Logan, who won the Kentish beauty show last year, is also to take part in the selection contest. She is a beautiful brunette.

Mr. Robert Forsyth, managing director of the Victoria Pier, while on a Continental tour, explained his scheme, and induced various towns to elect a "queen of beauty" to compete against the belles of England.

Paris was to be represented by Mlle. Augustine Orbach. She is described as "the queen of queens." "Many people hold her to be the most beautiful woman in Europe," explained Mr. Forsyth. Belgium was sending Mlle. Magda Aspert, the Queen of Ostend, reported to be Belgium's most beautiful woman. Also coming to compete was Seiorita Eugenia Martija, of San Sebastian. She is a flashing-eyed, beautiful Spaniard. "On all hands," said Mr. Forsyth, "she is considered a perfect representative of Spanish beauty."

The other foreign competitors included the delicate "queens" of Normandy, Bordeaux, and Lille. When they journeyed to Folkestone they were each to be accompanied by two maids of honour and two municipal councillors.

SINGON & CO.

IRON, STEEL, METAL AND HARD.

WAREMERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Telephone No. 515.

GERMAN TRADE LAST YEAR.

The British Consul-General for the Berlin District has some interesting observations to make in his annual report on the commercial position of Germany during 1908.

"Germany derived the strength which enabled it to support the home market principally from two sources: One was the growth in population and the other the enhanced prosperity of German agriculture."

"The figures of the census of occupations and trades offer a clearer and more comprehensive survey of the grouping of the population of Germany in the various trades and professions than the figures of the general census, as they are gathered at greater intervals:

Census of 1882 Population.

1882 45,222,113

1895 51,770,284

1907 61,720,529

Hence the population increased by 14.48 per cent. between 1882 and 1895, while between 1895 and 1907 it increased as much as 19.22 per cent., or by 9,500,245 persons, i.e., an average annual increase of about 830,000. These figures acquire additional significance as a gauge of the purchasing power of the population when it is remembered that the increase must be ascribed to a constant decrease in the death-rate rather than to a rapid increase in the number of births. The increase in the case of males was greater than in that of females. The figures are as follows:

Census of 1882 Males Females.

1882 22,150,749 23,071,364

1895 25,409,161 26,361,123

1907 30,461,100 31,259,429

The increase of the male population between 1882 and 1895 was thus 14.71 per cent., and between 1895 and 1907 19.88 per cent.; the corresponding figures for the increase of the female population are 14.26 (1882-95) and 18.59 (1895-1907).

"We have then the noteworthy fact that the increase of the female population mainly during the last period (1895-1907) has been, comparatively speaking, less pronounced than that of the males. This means, of course, that the excess of females over males has diminished in proportion. The significance of the increase in population in relation to the open market is shown by the following figures, which give the relative proportions of the earning population, their dependants, servants, and persons of no occupation:—

Engaged in 1882 1895 1907.

Professions, 17,632,008 20,771,875 26,827,362

Businesses or trades 1,324,924 1,339,516 1,264,755

Domestic Servants 24,910,695 27,517,285 30,223,429

Persons of no occupation 1,354,486 2,142,808 3,404,983

"Of these four different groups of the population the first and last show the greatest increase, the former having increased between 1882 and 1895 by 17.80 per cent. and between 1895 and 1907 by 29.16 per cent., while the number of persons engaged in no occupation increased between 1882 and 1895 by 58.20 per cent., that in 1907 by 58.90 per cent. In the groups which possess the greatest purchasing power, special importance must be attached to the increase in the number of persons without occupation consisting almost exclusively of persons living on their own means or on annuities or pensions. In other words, the figures present a striking picture of the increased prosperity of the population of Germany, as well as of the beneficial operation of the German indemnity and old age pension laws. On the other hand, the number of domestic servants has actually decreased, bearing most emphatic testimony to the strong disinclination of the female population—who furnish the chief contingent in this group—to enter domestic service. Women are turning more and more to occupations which allow them a greater degree of personal liberty. The following figures show quite clearly the great increase in the number of women earning their own livelihood. The earning population engaged in trades

VESSELS ADVERTISED AS LOADING

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | BIRTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|------------------|-------------|-------|----------------------|------------------------------|---------------------------|
| LONDON &c. VIA USUAL PORTS OF CALL. | DEVANHA | Brit. str. | — | H. Powell, R.N.R. | P. & O. S. N. Co. | On 4th Sept., at Noon |
| LONDON & ANTWERP VIA SINGAPORE, &c. | SOMMATA | Brit. str. | — | C. J. Benton, R.N.R. | P. & O. S. N. Co. | About 9th Sept. |
| ANTWERP, ROTTERDAM & HAMBURG &c. | DORSTUUD | Ger. str. | k.w. | Malchow | HAMBURG-AMERIKA LINIE | About middle of Sept. |
| NEW YORK | ASAGOMA | Ger. str. | k.w. | Block | HAMBURG-AMERIKA LINIE | On 20th Sept. |
| HAYRE, BREMEN & HAMBURG &c. | ANDALUSIA | Ger. str. | k.w. | Block | HAMBURG-AMERIKA LINIE | To-morrow. |
| HAYRE & HAMBURG VIA STRAITS, &c. | SEPIA | Ger. str. | k.w. | Charbonnel | MERSAUGERIES MARITIMES | On 14th Sept. |
| MARSEILLES, &c. VIA PORTS OF CALL. | TOKIN | French str. | — | C. H. Butler | NIPPON YUSEN KAISHA | On 31st inst., at 1 p.m. |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | TAMBA MARU | Jap. str. | — | R. Takeda | HAMBURG-AMERIKA LINIE | On 1st Sept., at D'light |
| HAYRE, ROTTERDAM, & HAMBURG &c. | SAKONA | Jap. str. | k.w. | A. E. Moes | NIPPON YUSEN KAISHA | On 2nd Sept. |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | ISARA MARU | Jap. str. | — | B. Wilhelm | MELBOURNE & CO. | On 15th Sept., at D'light |
| SOFENHAGEN & BALTIC PORTS | CATHAY | Dan. str. | — | S. Yagi | NIPPON YUSEN KAISHA | End of Sept. |
| GENOA, MARSEILLES, LONDON, & ANTWERP, &c. | MISHIMA MARU | Jap. str. | — | F. Iscke | NIPPON YUSEN KAISHA | To-morrow, 7 p.m. |
| CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c. | AMERICA MARU | Jap. str. | — | L. Dawson | TOYO KENYU KAISHA | On 30th inst., at 5 P.M. |
| NAPLES, GENOA, ALGERIES, GIBRALTAR, &c. | GORSEN | Ger. str. | — | M. Winckler | MELBOURNE & CO. | To-day, at Noon. |
| NEW YORK VIA PORTS & SUEZ CANAL | INDRAPURA | Am. str. | — | H. Koops | SHEWAN, TOMES & CO. | On 17th Sept. |
| BOSTON & NEW YORK | LENNOX | Brit. str. | 2 m. | E. Forth | DODWELL & CO., LD. | About 10th Sept. |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | EMPEROR OF CHINA | Brit. str. | 2 m. | J. Boyd | CANADIAN PACIFIC R. CO. | On 4th Sept., at 3 P.M. |
| VANCOUVER, B.C. TAGOMA & SEATTLE VIA JAPAN | ATYERIC | Brit. str. | — | T. Sato | DODWELL & CO., LTD. | To-day. |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | MONTAGUE | Brit. str. | 1 m. | K. Kawata | CANADIAN PACIFIC R. CO. | On 18th Sept., at Noon |
| TACOMA VIA KEELUNG, SHANGHAI & JAPAN | SEATTLE MARU | Jap. str. | — | S. Yagi | OSAKA SHOSHIN KAISHA | On 25th inst., at Noon. |
| VICTORIA, B.C. SEATTLE VIA KEELUNG, &c. | SHIRASO MARU | Jap. str. | — | M. Yagi | NIPPON YUSEN KAISHA | On 14th Sept., at 4 p.m. |
| VICTORIA, B.C. SEATTLE VIA SHANGHAI, &c. | TAKAO MARU | Jap. str. | — | F. Iscke | NIPPON YUSEN KAISHA | On 28th Sept., at 4 p.m. |
| AUSTRALIAN PORTS VIA MANILA | NIKKO MARU | Jap. str. | — | L. Dawson | NIPPON YUSEN KAISHA | On 3rd Sept., at Noon. |
| AUSTRALIAN PORTS VIA MANILA | PRINZ WALDENMAR | Ger. str. | — | M. Winckler | MELBOURNE & CO. | On 10th Sept., at D'light |
| AUSTRALIAN PORTS VIA MANILA | TAITUAN | Ger. str. | 1 m. | H. Koops | BUTTERFIELD & SWIRE | On 23rd Sept., at 4 p.m. |
| AUSTRALIAN PORTS VIA MANILA | KUMANO MARU | Jap. str. | — | E. Forth | NIPPON YUSEN KAISHA | On 1st Oct., at Noon. |
| NAGASAKI, KOBE & YOKOHAMA | KUMANO MARU | Jap. str. | — | Dowson | NIPPON YUSEN KAISHA | On 1st Sept., at Noon. |
| JAPAN | TSUJIMI | Dut. str. | — | F. Mooney | JAVA-CHINA-JAPAN LINE | Quick despatch. |
| WEIHAUWEI, CHEFOO & TIENTSIN | HUICHOW | Brit. str. | 1 m. | Williams | BUTTERFIELD & SWIRE | To-morrow, at 4 p.m. |
| TSINGTAU, CHEFOO & NEWCHOW | KWANGHAI | Brit. str. | — | A. E. Sandbach | BUTTERFIELD & SWIRE | To-day, at 4 p.m. |
| TIENTSIN VIA SWATOW, WEIHAUWEI & CHEFOO | CHENGHAI | Brit. str. | 1 m. | Brook | BUTTERFIELD & SWIRE | On 31st inst., at 4 p.m. |
| SHANGHAI | ANBU | Brit. str. | 1 m. | Delat | BUTTERFIELD & SWIRE | To-day, at 4 p.m. |
| SHANGHAI | LIHAI | Brit. str. | 1 m. | T. Arthur | BUTTERFIELD & SWIRE | On 25th inst., at D'light |
| SHANGHAI | HANGSANG | Brit. str. | — | E. Zeebar | BUTTERFIELD & SWIRE | On 28th inst. |
| SHANGHAI, KOBE & YOKOHAMA | POLYTHAEN | French str. | — | Y. Fueno | JARDINE, MATHESON & CO., LD. | On 30th inst. |
| SHANGHAI, KOBE & YOKOHAMA | AMBEIA | Ger. str. | k.w. | Owen Jones, R.N.R. | HAMBURG-AMERIKA LINIE | On 31st inst. |
| SHANGHAI | FOOSHING | Ger. str. | — | — | JARDINE, MATHESON & CO., LD. | On 31st inst., at 3 p.m. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | DEFFLINGER | Ger. str. | 1 m. | — | MELBOURNE & CO. | About 31st inst. |
| SHANGHAI VIA SWATOW, AMOY & FOOCHEW | BUJUN MARU | Jap. str. | 1 m. | — | OSAKA SHOSHIN KAISHA | On 2nd Sept., at 10 a.m. |
| SHANGHAI | CHINWAI | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 2nd Sept., at 4 p.m. |
| SHANGHAI | ASSATE | Brit. str. | 1 m. | — | P. & O. S. N. Co. | About 2nd Sept. |
| SHANGHAI, KOBE & YOKOHAMA | CHENHAI | Brit. str. | 1 m. | — | JARDINE, MATHESON & CO., LD. | On 5th Sept., at D'light |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | KUWATA | Ger. str. | k.w. | — | HAMBURG-AMERIKA LINIE | On 15th Sept. |
| SHANGHAI, YOKOHAMA & MOJI | CAYLON | Brit. str. | — | — | P. & O. S. N. Co. | About 10th Sept. |
| SHANGHAI, YOKOHAMA & KOBE | NAMBAHO | Brit. str. | — | — | JARDINE, MATHESON & CO., LD. | On 17th Sept., at Noon |
| SHANGHAI | TRUNGQUAN | Dan. str. | — | — | MELBOURNE & CO. | Middle of Sept. |
| TAMBUI VIA SWATOW & AMOY | TEIMANT | Dut. str. | — | — | JAVA-CHINA-JAPAN LINE | Quick despatch. |
| FOOCHOW | DAIGI MARU | Jap. str. | — | — | OSAKA SHOSHIN KAISHA | On 25th inst., at 10 a.m. |
| SWATOW, AMOY & FOOCHOW | YATSHING | Brit. str. | — | — | JARDINE, MATHESON & CO., LD. | To-morrow, at 3 p.m. |
| SWATOW, AMOY & FOOCHOW | HAITAN | Brit. str. | 2 h. | — | DOUGLAS LAFFRAIR & CO. | To-morrow, at 2 p.m. |
| MANILA | HAITANG | Brit. str. | — | — | DOUGLAS LAFFRAIR & CO. | On 31st inst., at 3 p.m. |
| MANILA | YUNBANG | Brit. str. | — | — | JARDINE, MATHESON & CO., LD. | To-morrow, at 4 p.m. |
| MANILA | ZAPHO | Brit. str. | — | — | SHEWAN TOMES & CO. | To-morrow, at 5 p.m. |
| MANILA | LOONGSANG | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 31st inst., at 3 p.m. |
| MANILA | RUEI | Brit. str. | — | — | JARDINE, MATHESON & CO., LD. | On 3rd Sept., at 4 p.m. |
| MANILA | TAMING | Brit. str. | 1 m. | — | SHEWAN, TOMES & CO. | On 4th Sept., at Noon. |
| MANILA | BORNEO | Ger. str. | — | — | BUTTERFIELD & SWIRE | On 7th Sept., at 4 p.m. |
| KUDAT & SANDAKAN | MOYOM MARU | Jap. str. | — | — | MELBOURNE & CO. | Beginning of Sept. |
| BOMBAY VIA SINGAPORE & COLOMBO | KUWANG | Brit. str. | — | — | NIPPON YUSEN KAISHA | On 2nd Sept. |
| SINGAPORE, PENANG & CALCUTTA | LAINANG | Brit. str. | — | — | JARDINE, MATHESON & CO., LD. | On 31st inst., at 3 p.m. |
| SINGAPORE, PENANG & CALCUTTA | LAINANG | Brit. str. | — | — | JARDINE, MATHESON & CO., LD. | On 4th Sept., at 2 p.m. |
| SINGAPORE, SAMARANG & SOERABAYA | HINSANG | Brit. str. | — | — | JARDINE, MATHESON & CO., LD. | On 15th Sept., at 2 p.m. |
| BATAVIA, CHERBON, SAMARANG, &c. | TULATAP | Dut. str. | — | — | JAVA-CHINA-JAPAN LINE | Quick despatch. |

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

| Steamer. | Tons. | Captain. | Sailing Date. |
|------------------|-------|---------------------|--------------------|
| • AYMERIC | 4,365 | J. Boyd | On 26th August. |
| EUVERIC | 5,232 | S. Sheldon | On 23rd September. |
| OCEANO | 4,657 | F. W. Davies | On 21st October. |
| KUMERIC | 6,232 | J. Mathie | On 18th November. |

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS. 8

Hongkong, 16th August, 1909.

| FOR | STRAKERS | TO SAIL. |
|--|-------------------------------------|------------------------------------|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN ... } | "GOEBEN" Capt. B. WILHELM | { Thursday, 26th Ang., at Noon |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA } | "DERFFLINGER" Capt. E. ZACHARIAS | { About. Monday, 31st August. |
| KUDAT & SANDAKAN } | "BORNEO" Capt. F. SEMBILL | { Beginning of September |
| MANILA, YAP, NEW GUINEA, MARONN, BRISBANE, SYDNEY and MELBOURNE | "PRINZ WALEDMAR" Capt. P. LSKKE | { Friday, 10th Sept., at D'Ught |

For further Particulars, apply to

**NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.**

Hongkong, 25th August, 1909. [5]

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER
 SAVING 5 to 7 DAYS' OCEAN TRAVEL.

| From Hongkong. | 4th Sept. | From Quebec, or St. John, N.B. | Friday, 1st Oct. |
|-------------------------|------------|--------------------------------|------------------|
| "EMPRESS OF CHINA" SAT. | 4th Sept. | "ALLAN LINER" | Friday, 1st Oct. |
| "MONTEAGLE" SAT. | 13th Sept. | | |
| "EMPRESS OF INDIA" SAT. | 25th Sept. | "EMPRESS OF IRELAND" FRI. | 22nd Oct. |
| "EMPRESS OF JAPAN" SAT. | 16th Oct. | "ALLAN LINER" FRI. | 12th Nov. |
| "EMPRESS OF CHINA" SAT. | 6th Nov. | "EMPRESS OF BRITAIN" FRI. | 3rd Dec. |

"Empress"
 "Monteagle"

Steamships leave HONGKONG at 6 P.M.
 " " at 12 Noon.

TH E Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamship,
14,500 tons register, thus providing a comfortable and speedy through route to
Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped
with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
 Intermediate Passengers" \$43 "
 and 1st Class Railway" \$45 "

First Class rate to London includes cost of Meals and Berth in Sleeping Car while
crossing the American Continent by Canadian Pacific Direct Line.

B.M.S. "MONTEAGLE," carries Intermediate Passengers only; at Intermediate rates
affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH FARES granted to Ministers, Members
of the Press, Military, Diplomatic, and Civil Services and to European Officials in the
Service of China and Japan Governments.

For further information; Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pradher Street and Plaza opposite Blake Pier.

7

FRENCH MAIL LINES.

MM FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

| FOR | STEAMERS | TOSAIL. |
|-------------------------------|----------------------------|-----------------------|
| SHANGHAI KOBE & } YOKOHAMA | "POLYNESIEN" Capt. Broc | On 30th August. |
| MARSHILLES VIA PORTS | "TONKIN" Capt. Charbonnel | On 31st Aug. 1 P.M. |
| SHANGHAI KOBE & } YOKOHAMA | "OCEANIAN" Capt. Sellier | On 13th Sept., P.M. |
| MARSHILLES VIA PORTS | "AUSTRALIE" Capt. Riauxier | On 14th Sept., 1 P.M. |

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 11s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

P. DE CHAMPMORIN, AGENT,

Hongkong, 24th August, 1909. Queen's Building. 2

HONGKONG--NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co.
FOR NEW YORK VIA PORTS AND
SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

S.S. "INDRAPURA" ... On 17th Sept., 1909.
For Freight and further information
apply to—
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 25th August, 1909. [1108]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STRAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1898. [9]

**MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.**

CODE WORD: "DOCK,"
A.I, A.B.C. and Engineering Code Used.
NEW DOCK NOW OPEN.
DOCK No 3

| | | |
|--------------------------------------|--|-----------|
| DOCK NO. 3. | | |
| Extrem Length | | 722 feet |
| Length on Blocks | | 514 " |
| Width of Entrance on Top | | 962 " |
| Width of Entrance on Bottom | | 894 " |
| Water on Blocks at Spring Tide | | 342 " |
| DOCK NO. 1. | | |
| Extrem Length | | 523 feet. |
| Length on Blocks | | 513 " |
| Width of Entrance on Top | | 88 " |
| Width of Entrance on Bottom | | 77 " |
| Water on Blocks at Spring Tide | | 62 " |
| DOCK NO. 2. | | |
| Extrem Length | | 371 feet. |
| Length on Blocks | | 350 " |
| Width of Entrance on Top | | 66 " |
| Width of Entrance on Bottom | | 53 " |
| Water on Blocks at Spring Tide | | 22 " |

PATENT SLIP.
Suitable for vessels up to 1,000.
THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake **BUILDING** or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

WORK.
A LARGE STOCK of MATERIALS is
always kept on hand.
THE COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice. 1895

COAL.

BUNKER COAL can now be Supplied, from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Broeketon, at Reduced Rates. Large stock always on hand. Apply — SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. 1939

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., LD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharve. Quick despatch. Telegrams : "Labor Labuan".

BEADLEY & Co., Agents.
Hongkong, 12th August, 1909. 1064

Cutler, Palmer & Co.'s:



SHIPPED
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONG KONG.

報新南中港香
CHUNG NGOI SAN PO
(Chinese Daily Press),
PUBLISHED DAILY,
 Is the oldest & still immeasurably the best
 Advertising medium among the
 Sino Chinese Community.

Established for over FIFTY YEARS
 Circulates largely throughout Southern China
 & Indo China, etc.

Terms for Advertising (translation free) can
 be obtained at the Office 10a, Des Voeux Road
 Central, Hongkong; 131, Fleet Street, London,
 or from the different Agents.

Documents translated from or into Classical
 or Colloquial Chinese.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO | DATE | REMARKS |
|--|----------|----|------------|----------------------------|
| SHANGHAI | ASSAYE | TO | 2nd Sept. | Freight and Passage. |
| LONDON VIA USUAL PORTS | DEVANHA | TO | 4th Sept. | See Special Advertisement. |
| LONDON and ANTWERP | SUMATRA | TO | 9th Sept. | Freight and Passage. |
| VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | | TO | | |
| SHANGHAI, MOJI, KOBE, CEYLON and YOKOHAMA | | TO | 10th Sept. | Freight and Passage. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1909.

CHINA NAVIGATION CO., LD.

| FOR | STEAMERS | TO | DATE | REMARKS |
|---|----------|----|--------------------|---------|
| TSINGTAI, CHEFOO and NEWCHANG | KWITANG | TO | 26th Aug., 4 P.M. | |
| SHANGHAI | ANHUI | TO | 26th Aug., 4 P.M. | |
| WEIHAIWEI, CHEFOO and TIENTSIN | HUICHOW | TO | 27th Aug., 4 P.M. | |
| SHANGHAI | LINAN | TO | 29th Aug., 4 P.M. | |
| MANILA | CHENAN | TO | 31st Aug., 3 P.M. | |
| SHANGHAI | CHENAN | TO | 2nd Sept., 4 P.M. | |
| MANILA | TAMING | TO | 5th Sept., 4 P.M. | |
| THURSDAY ISLAND, COOK TOWN, CAIBENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH | TAIYUAN | TO | 23rd Sept., 4 P.M. | |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 26th August, 1909.

AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| FOR | STEAMERS | TO | DATE | REMARKS |
|-----------------------------------|-------------|----|--------------------|---------|
| POOCHOW | "YATSHING" | TO | 27th Aug., 3 P.M. | |
| MANILA | "YUENSANG" | TO | 27th Aug., 4 P.M. | |
| SHANGHAI | "HANGSANG" | TO | 29th Aug., 3 P.M. | |
| SHANGHAI | "FOOSHING" | TO | 31st Aug., 3 P.M. | |
| SINGAPORE, PENANG & CALCUTTA | "KUTSANG" | TO | 31st Aug., 3 P.M. | |
| TIENTSIN VIA SWATOW, WEIHAI | "CHIPSING" | TO | 31st Aug., 4 P.M. | |
| WEI & CHEFOO | "LOONGSANG" | TO | 3rd Sept., 4 P.M. | |
| MANILA | "LAISANG" | TO | 4th Sept., 2 P.M. | |
| SINGAPORE, PENANG & CALCUTTA | "HINSANG" | TO | 14th Sept., 2 P.M. | |
| SINGAPORE, SAMARANG and SOERABAYA | "NAMSANG" | TO | 17th Sept., Noon. | |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 26th August, 1909.

GENERAL MANAGERS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING |
|-----------------------------|--------------|----------------------|
| SHANGHAI, YOKOHAMA and KOBE | "TRANQUEBAR" | Middle of September. |
| COPENHAGEN and BALIC PORTS | "CATHAY" | End of September. |

For Further Particulars apply to

MELCHERS & CO.,

Hongkong, 25th August, 1909.

AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

| STEAMERS | FOR | LEAVING |
|--------------------------------|---------------------------|-------------------------------|
| "HAITAN," Capt. J. S. Roach | SWATOW, AMOY and FOOCHOW. | FRIDAY, 27th Aug., at 2 P.M. |
| "HAIYANG," Capt. A. E. Hodgins | SWATOW, AMOY and FOOCHOW. | TUESDAY, 31st Aug., at 2 P.M. |

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,

Hongkong, 24th August, 1909.

GENERAL MANAGERS.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| DESTINATIONS. | STEAMERS. | TONS. | SAILING DATES. |
|--|------------------------------------|-------|-------------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID. | TAMBA MARU, Capt. C. H. Butler. | 6,500 | WEDNESDAY, 1st Sept., at Daylight. |
| VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA. | INABA MARU, Capt. E. Takeda. | 6,500 | WEDNESDAY, 15th Sept., at Daylight. |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE. | SHINANO MARU, Capt. K. Kawara. | 7,000 | TUESDAY, 14th Sept., at 4 P.M. |
| NAGASAKI, KOBE and BOMBAY via SINGAPORE and COLOMBO. | TANGO MARU, Capt. S. Ishikawa. | 8,000 | TUESDAY, 28th Sept., at 4 P.M. |
| | NIKKO MARU, Capt. N. Yagi. | 6,000 | FRIDAY, 3rd Sept., at Noon. |
| | KUMANO MARU, Capt. M. Winkler. | 6,000 | FRIDAY, 1st Oct., at Noon. |
| | KUMANO MARU, Capt. M. Winkler. | 6,000 | WEDNESDAY, 1st Sept., at Noon. |
| | MOYORI MARU, Capt. J. C. Richards. | 4,000 | THURSDAY, 2nd September. |

Extra Passenger Service New Steamers—EUROPEAN LINE.
FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s Newly Built 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

| | | |
|---------------|----------------------|-------------------------|
| MISHIMA MARU | (Capt. A. E. MOORE) | On Fri. 27th Aug., P.M. |
| ATSUTA MARU | (Capt. Wm. THOMPSON) | About Wed. 22nd Sept. |
| MIYASAKI MARU | (Capt. T. MURAI) | About Wed. 20th Oct. |
| KITANO MARU | (Capt. F. E. COPE) | About Wed. 17th Nov. |

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.
Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

| | | | | |
|-----------|-------|-------|-------|------|
| 1st CLASS | \$120 | \$130 | \$100 | \$90 |
| 2nd " | \$80 | \$70 | \$50 | \$50 |

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,
MANAGER.

Hongkong, 4th August, 1909.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN | FOR | SAILING DATE |
|-----------|-------|--------------|--------|----------------------|
| ZAFIRO | 2540 | R. Rodger | Manila | On 27th Aug., 5 P.M. |
| RUBI | 2540 | E. W. Almond | Manila | On 4th Sept., Noon. |

For Freight or Passage apply to SHEWAN, TOMES & Co., General Managers.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

| | |
|--------------------------------|----------------|
| FOR SHANGHAI, KOBE & YOKOHAMA: | |
| S.S. AMERICA | ... 29th Aug. |
| S.S. NICOMEDIA | ... 12th Sept. |
| S.S. LIBERIA | ... 15th Sept. |
| S.S. BELGRAVIA | ... 27th Sept. |
| S.S. SILEBIA | ... 19th Oct. |

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 26th August, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

| | |
|---|---|
| CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico). | |
| S.S. AMERICA MARU | ... 6000 tons gross ... Sail Aug. 30th, at 5 P.M. |
| S.S. HONGKONG MARU | ... 6000 " " ... Oct. 26th, at Noon. |
| S.S. MANSU MARU | ... 5000 " " ... Dec. 10th, at Noon. |

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 23rd August, 1909.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—16, DES VUEX ROAD, HONGKONG.
Japan Office:—14, WATER STREET, YOKOHAMA.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

S.S. "MACEDONIA."

(10,500 TONS.)

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19th, 1910, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT:—

MARSEILLES - - - - - APRIL 16th.

LONDON - - - - - APRIL 23rd.

FARES TO LONDON:—

1st SALOON £71.10 SINGLE; £106.14 RETURN.

2nd " £48.8 " £72.12 "

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

[1075]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS to COLOMBO | Leave HONGKONG | Connecting Steamers from COLOMBO to MARSEILLES & LONDON | Due MARSEILLES (Brindisi 2 days earlier) | Due LONDON (1 day later) |
|---------------------|----------------|---|--|--------------------------|
| Steamer | Tons | Steamer | Tons | |
| ARCADIA | 7000 | MANITUA | 11000 | March 5 |
| ASSAYE | 7500 | CHINA | 8000 | March 11 |
| DELTA | 8000 | MALWA | 11000 | March 19 |
| MACEDONIA 10500 | March 19 | (Through Steamer calling at BOMBAY) | April 2 | April 8 |
| DEVANHA | 8000 | MONGOLIA | 10500 | April 16 |
| ASSAYE | 8000 | MARMORA | 10500 | April 30 |
| DELTA | 7500 | MOBEA | 11000 | May 6 |
| DELHI | 8000 | MOOLTAN | 10000 | May 14 |
| | | | | May 20 |
| | | | | June 3 |
| | | | | June 18 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following:—

INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS | Leave HONGKONG | Due LONDON |
|------------|------------------|------------|
| * SYRIA | January about 25 | March 12 |
| * SUMATRA | February 9 | March 25 |
| * NYANZA | February 23 | April 19 |
| * SUNDA | March 23 | May 7 |
| * MALTA | April 20 | June 4 |
| * SARDINIA | May 18 | June 18 |
| * NORE | May 18 | July 2 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd " £38.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to:—

E. A. HEWETT,

[1076]

SUPERINTENDENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR | STEAMERS | Tons (Gross reg.) | LEAVES |
|---|--|-------------------|---|
| TACOMA VIA KEELUNG | "SEATTLE MARU" | 6,182 | SATURDAY, 26th |
| SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA | Capt. T. Saito, "TACOMA MARU" and Capt. H. Yamamoto. | 6,178 | at 10 A.M. THURSDAY, 25th Sept., at Noon. |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamer to Shanghai.

| FOR | STEAMERS | LEAVES |
|---------------------------------------|--------------------------------|---------------------------------|
| TAMSHI VIA SWATOW, & AMOY | "DAIGI MARU" Capt. H. MURAYAMA | SUNDAY, 29th Aug., at 10 A.M. |
| SHANGHAI VIA SWATOW, & AMOY & FOOCHOW | Capt. Y. FUSENO | THURSDAY, 2nd Sept., at 10 A.M. |

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Fuchow will be made during the months of August and September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,

MANAGER.

[877]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE via SIBERIA:
Date of Despatch from London. Date due in Hongkong. Vessel.
6th & 7th August. 29th August. Chinkwa.

The Empress of China, with the Canadian mail, left Shanghai on Monday, the 23rd inst., at 4 p.m., and may be expected here to-day.
The Polynesia, with the French Mail of the 30th July, leaves Saigon on Friday, the 27th inst., at 5 a.m., and may be expected here on or about Saturday, the 28th inst., at p.m. This packet brings replies to letters despatched from Hongkong on the 26th June.

| FOR | PER | DATE |
|---|----------------|---|
| Europe, Asia, India via Tientsin | Thursday, 26th | Printed Matter and Samples 3.00 P.M. Late Letters 11.00 A.M. Extra Postage 10 cents. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) |
| Swatow and Bangkok | Thursday, 26th | Letters 11.00 A.M. Sus P.M. |
| Tientsin, Chokeo and Newchwang | Thursday, 26th | Letters 11.00 A.M. Sus P.M. |
| Swatow and Bangkok | Thursday, 26th | Letters 11.00 A.M. Sus P.M. |
| Chinkiang | Thursday, 26th | Letters 11.00 A.M. Sus P.M. |
| Shanghai and Kobe | Thursday, 26th | Letters 11.00 A.M. Sus P.M. |
| Bangkok | Thursday, 26th | Letters 11.00 A.M. Sus P.M. |
| Quang Chow Wan, Hoihow, Pakhoi and Haiphong | Friday, 27th | Letters 11.00 A.M. Sus P.M. |
| Swatow, Amoy and Foochow | Friday, 27th | Letters 11.00 A.M. Sus P.M. |
| Macao | Friday, 27th | Letters 11.00 A.M. Sus P.M. |
| Yokohama | Friday, 27th | Letters 11.00 A.M. Sus P.M. |

NOW IS THE TIME TO DRINK SUN PILSENER BEER.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

August 25th.

| | |
|---------------------------------------|---------|
| ON LONDON— | 184 1/2 |
| Telegraphic Transfer | 184 1/2 |
| Bank Bills, on demand | 184 1/2 |
| Bank Bills, at 30 days' sight | 184 1/2 |
| Bank Bills, at 4 months' sight | 184 1/2 |
| Credits, at 4 months' sight | 184 1/2 |
| Documentary Bills, at 4 months' sight | 184 1/2 |
| ON PARIS— | 219 |
| Bank Bills, on demand | 219 |
| Credits, at 4 months' sight | 222 1/2 |
| ON GERMANY— | 178 |
| On demand | 178 |
| ON NEW YORK— | 42 1/2 |
| Bank Bills, on demand | 42 1/2 |
| Credits, at 60 days' sight | 43 1/2 |
| ON HONGKONG— | 131 1/2 |
| Telegraphic Transfer | 131 1/2 |
| Bank, on demand | 131 1/2 |
| ON CALCUTTA— | 131 1/2 |
| Telegraphic Transfer | 131 1/2 |
| Bank, on demand | 131 1/2 |
| ON SHANGHAI— | 74 1/2 |
| Bank, at sight | 74 1/2 |
| Private, 30 days' sight | 75 1/2 |
| ON YOKOHAMA— | 84 1/2 |
| On demand | 84 1/2 |
| ON SINGAPORE— | 85 1/2 |
| On demand | 85 1/2 |
| ON BATAVIA— | 104 1/2 |
| On demand | 104 1/2 |
| ON HAIKONG— | 91 1/2 |
| On demand | 91 1/2 |
| ON SAIGON— | 87 1/2 |
| On demand | 87 1/2 |
| ON BANGKOK— | 87 1/2 |
| On demand | 87 1/2 |
| SOVEREIGNS, Bank's Buying Rate | \$11.50 |
| GOLD LEAF, 100 fine, per tael | \$39.90 |
| BAR SILVER, per oz. | 23 1/2 |

| SUBSIDIARY COINS. | per cent |
|-------------------------|------------------|
| Chinese—20 cents pieces | \$7.00 discount. |
| Gilches—10 | \$7.00 |
| Hongkong—10 | \$7.00 |
| Hongkong—10 | \$8.00 |

VESSELS EXPECTED.

THE CANADIAN MAIL.
The C.P.R. str. Empress of China arrived Shanghai at 3 p.m. on the 23rd inst., and left again at 4 p.m. same day for Hongkong, and is due to arrive at 8 a.m. to-day.
The C.P.R. str. Montpelier left Vancouver for Hongkong on the 16th inst. p.m. via the usual ports of call.

THE INDIAN MAIL.
The Indo-China str. Laisang from Calcutta and the Straits left Singapore for this port on 20th inst.

THE GERMAN MAIL.
The I.G.M. str. Derfflinger, carrying the German Mails with dates from Berlin of the 31st ult., left Cologne on the 19th inst. a.m., and may be expected here on or about the 30th inst.

THE FRENCH MAIL.
The M.M. str. Polynesia with the French Mail of the 1st inst., and mails from London of the 31st ult., will leave Saigon on the 27th inst. at 5 a.m., and is expected to arrive here on or about Monday morning, the 30th inst., and will leave for Shanghai and Japan on the same afternoon.

THE AUSTRALIAN MAIL.
The N.Y.K. str. Kumano Maru (Australia Line) left Thursday Island for this port via Manila on the 19th inst. and is expected here on the 30th inst.

The C.N. Co's str. Taiyuan leaves Sydney on the 25th inst., and is due here on the 19th prox.

MERCANTILE STRAINERS.
The H.A. Line str. Andania left Shanghai on the 22nd inst. p.m., and may be expected here to-day a.m.
The N.Y.K. str. Miskima Maru (European Line) left Shanghai on the 23rd inst., and is expected here to-day a.m.

The H.A. Line str. Andania left Singapore on the 21st inst. a.m., and may be expected here to-morrow.
The Bank Line str. Sueric left Vancouver on the 7th inst. for Hongkong via ports.
The N.Y.K. str. Tamba Maru (European Line) left Kobe for this port via Moji and Shanghai on the 21st inst., and is expected here on the 30th inst.
The N.Y.K. str. Nippon Maru (Australia Line) left Yokohama for this port via Kobe, Moji and Nagasaki on the 21st inst. and is expected here on the 31st inst.

PASSENGERS.

ARRIVED.

Per Hatten, from Swatow, Mr. W. Thom.
Per Yuenang, from Manila, Mr. and Mrs. MacKen.
Per Yuenang, from Sanikuan, Messrs Ashton and Wang.
Per Yuenang, from Japan, Mr. and Mrs. Palmer, and Mr. Vernon.
Per Hongkong, from Shanghai, Mr. and Mrs. Pollock and child, Mr. and Mrs. Cogswell.
Per Nite, from London, for Hongkong, Mr. and Mrs. H. Tanner and infant, Messrs S. Trudgold and H. Hall; for Manila, Mr. G. Carter; for Shanghai, Mr. and Mrs. W. Argent, Captain and Mrs. W. Lloyd Jones, Mrs. C. T. Ross, Mrs. C. Godfrey and child, Mrs. Griever and two children, Messrs J. Baxter and J. Harpur; for Yokohama, Messrs Muspratt and Wilkinson, and Mr. Monkman.
Per Syria, for Hongkong, from Kobe, Mrs. Moyes and child, from Shanghai, Mr. T. W. Scholes, Messrs W. Davies, W. Irvine, W. J. Miles, W. I. Emery and G. Chapman; from Yokohama, for Bombay, Miss Baird; for London, from Shanghai, Mrs. C. F. Edwards and child, Master and Mrs. Wallace and child, Mr. J. S. B. Conell; from Fochow, Mrs. Hebling, and child, and Master; from Yokohama, Mrs. and Miss Worth, and Miss Nield.
Per Miyazaki Maru, for Japan, Mr. and Mrs. A. Nilson; Mr. and Mrs. Ohtori, Mrs. T. Hyodo, Messrs K. and R. Ohtori, Sisters H. Meyer, D. Stender, D. Leytan and Choquelle, J. Shimidzu, N. Kobayashi and M. Isoda.

DEPARTED.

Per Miyazaki Maru, for Japan, Mr. and Mrs. A. Nilson; Mr. and Mrs. Ohtori, Mrs. T. Hyodo, Messrs K. and R. Ohtori, Sisters H. Meyer, D. Stender, D. Leytan and Choquelle, J. Shimidzu, N. Kobayashi and M. Isoda.

NAPIER JOHNSTONE'S "SQUARE BOTTLE"

WHISKY.

UNVARIED FOR

150 YEARS.

THE SAME TO-DAY

AS IN

1745

BEWARE OF WHISKIES

Sold under Similar Names

Known in Hongkong

for

Half a Century.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.



THE ACME OF EGYPTIAN CIGARETTE PERFECTION.

"They are social, soothing, plest,
they have fragrance, force and
zest."

IN 50'S & 100'S
HERMETICALLY SEALED BOXES.
FROM ALL TOBACCONISTS.

314-3

The Fascination of the East

is brought home to you in the
perfection to which Egyptian
Cigarettes have been brought
by Messrs. MASPERO FRERES
in their two brands known as

Bouton Rouge and Felucca Egyptian Cigarettes

The care with which they are made, under ideal climatic conditions,
starting from the selection of the leaf to the finished product, makes
these brands a revelation to the cigarette connoisseur.

A Luxury to the man of Taste.

Sole Agents: British-American Tobacco Company, Hong Kong.

SHARE LIST.—QUOTATIONS.

Hongkong, August 25th, 1909.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | CLOSING QUOTA- TIONS CASE. |
|---|-------------------|-----------|-----------|-------------------------------|
| BANKS. | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$1,002 1/2, n.d. |
| National Bank of China, Limited | 99,923 | \$7 | \$6 | \$95, cum div. |
| Bell's Asbestos Eastern Agency, Limited | 8,604 | 12/6 | 12/6 | \$10, buyers |
| China Borneo Company, Limited | 60,000 | \$12 | \$12 | \$13, sales |
| China Light and Power Company, Limited | 50,000 | \$10 | \$10 | \$11, buyers |
| China Provident Loan & Mortgage Co., Ltd. | 50,000 | \$1 | \$1 | \$6.66, sellers |
| China Provident Loan & Mortgage Co., Ltd. | 200,000 | \$10 | \$10 | \$9.60, sellers |
| COTTON MILLS. | | | | |
| Ewo Cotton Spin. & Weaving Co., Ltd. | 20,000 | Tls. 50 | Tls. 50 | Tls. 139 |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | \$10 | \$10 | \$7, sellers |
| International Cotton Manufacturing Co., Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 90 |
| Lau-Kung-Kong Cotton Spin. & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | Tls. 111 1/2 |
| Soy Chee Cotton Spinning Co., Limited | 2,000 | Tls. 500 | Tls. 500 | Tls. 435 |
| DAIRY FARM COMPANY, LIMITED | 40,000 | \$7 1/2 | \$7 1/2 | \$16 1/2, buyers |
| DOCKS AND WHARVES. | | | | |
| H'kong & Kowloon Wharf & G. Co., Ltd. | 60,000 | \$50 | all | \$55, sales |
| Hongkong and Whampoa Dock Co., Ltd. | 50,000 | \$50 | all | \$55, n.d., buy. |
| New Amoy Dock Co., Limited | 10,000 | \$50 | \$50 | \$55, buyers |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | Tls. 100 | Tls. 79 |
| Shanghai and Hongkong Wharf Co., Ltd. | 36,900 | Tls. 100 | Tls. 100 | Tls. 147 |
| FRANKLIN & CO., LIMITED | 18,000 | \$25 | \$25 | \$11, sellers |
| GREEN ISLAND CEMENT CO., LIMITED | 400,000 | \$10 | \$10 | \$8.50, sellers |
| HONGKONG AND CHINA GAS CO., LIMITED | 7,000 | \$10 | \$10 | \$210, buyers |
| HONGKONG ELECTRIC CO., LIMITED | 60,000 | \$10 | \$10 | \$25, buyers |
| HONGKONG HOTEL COMPANY, LIMITED | 12,000 | \$50 | \$50 | \$75, (old) |
| HONGKONG ICE COMPANY, LIMITED | 8,000 | \$25 | \$25 | \$45 |
| HONGKONG ROPE MANUFACTURING CO., LIMITED | 5,000 | \$25 | \$25 | \$190, sellers |
| INSURANCES. | | | | |
| Canton Insurance Office Co., Limited | 10,000 | \$250 | \$250 | \$195, sellers |
| China Fire Insurance Co., Limited | 20,000 | \$100 | \$100 | \$115, sellers |
| China Trade Insurance Co., Limited | 24,000 | \$133 1/2 | \$133 1/2 | \$92, buyers |
| Hongkong Fire Insurance Co., Limited | 8,000 | \$250 | \$250 | \$345, buyers |
| North-China Insurance Co., Limited | 10,000 | \$15 | \$15 | \$120, buyers |
| Union Insurance Society, Limited | 12,400 | \$250 | \$250 | \$190, sellers |
| Yongtze Insurance Association, Limited | 12,000 | \$100 | \$100 | \$227 1/2, buyers |
| LANDS AND BUILDINGS. | | | | |
| Hongkong Land Investment Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$105, buyers |
| Humphreys' Estate and Finance Co., Ltd. | 150,000 | \$10 | \$10 | \$91 |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$50 | \$50 | \$30, sellers |
| Shanghai Land Investment Co., Limited | 78,000 | Tls. 50 | Tls. 50 | Tls. 120 |
| West Point Building Co., Limited | 12,500 | \$50 | \$50 | \$44, sales |
| MINING. | | | | |
| Société Française des Charbonnages du Tonkin | 16,000 | Fes. 250 | all | \$625, buyers |
| Ramb Australian Gold Mining Co., Ltd. | 200,000 | \$1 | 10/10 | \$8, sellers |
| PEAK TRAMWAYS CO., LIMITED | 25,000 | \$10 | all | \$14 1/2 |
| Phillipine Co., Limited | 50,000 | \$10 | \$10 | \$1 1/2 |
| Robinson Piano Co., Limited | 75,000 | \$10 | \$10 | \$18 |
| REFINERIES. | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 | all | \$137 1/2, buyers |
| Luzon Sugar Refining Co., Limited | 7,000 | \$100 | all | \$30, sales |
| Robinson Piano Co., Limited | 4,000 | \$50 | \$50 | \$60, sellers |
| STEAMSHIP COMPANIES. | | | | |
| China and Manila Steamship Co., Ltd. | 30,000 | \$25 | \$25 | \$9, sellers |
| Douglas Steamship Co., Limited | 20,000 | \$50 | all | \$36 |
| Hongkong, Canton & Macao S.E. Co., Ltd. | 80,000 | \$15 | \$15 | \$31 1/2, buy. |
| Indo-China Steam Navigation Co., Ltd. | 60,000 | \$5 | all | \$19 1/2 |
| Shell Transport & Trading Co., Limited | 2,000,000 | \$1 | \$1 | \$2 1/2 |
| Star Ferry Company, Limited | 10,000 | \$10 | \$10 | \$26 |
| South China Morning Post, Limited | 10,000 | \$10 | \$10 | \$15 1/2 |
| Steam Laundry Company, Limited | 6,000 | \$25 | \$25 | \$24, sellers |
| Union Waterboat Co., Limited | 20,000 | \$5 | \$5 | \$5 1/2 |
| STORES AND DISPENSARIES. | | | | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | all | \$12 |
| Wm. Powell, Limited | 15,000 | \$7 | \$7 | \$4, sellers |
| Watkins, Limited | 10,000 | \$10 | \$10 | \$5, sellers |
| S. A. Watson & Co., Limited | 90,000 | \$10 | \$10 | \$8 1/2, buyers |
| Weissmann, Limited | 175 | \$100 | \$100 | \$150, buyers |
| United Asbestos Oriental Agency, Limited | 9,900 only | \$10 | \$10 | \$12.40 |
| Union Waterboat Co., Limited | 100,000 | \$10 | \$10 | \$300 |
| Union Waterboat Co., Limited | 50,000 | \$10 | \$10 | \$11, sellers |

| Loans. | Amount. | Value. | Interest. | Quotation. |
|-----------------------|--------------|----------|----------------|------------|
| Chinese Imperial 1886 | Tls. 767,200 | Tls. 250 | 7 1/2 p. annum | Par. |

OPUM.

| Quotations are:— | August 25th. |
|----------------------|--------------------------|
| Malwa Old | \$1,130/1,160 per picul. |
| Malwa New | \$1,170/1,200 |
| Malwa Old | \$1,210/1,250 |
| Malwa New | \$1,250/1,300 |
| Malwa V. Old | \$1,260/1,300 |
| Persian fine quality | \$1,000/1,150 |
| Persian extra fine | \$1,000/1,150 |
| Patna New | \$1,030 per chest. |
| Patna Old | \$1,045 |
| Benares New | \$1,045 |
| Benares Old | \$1,030 |

STEAMERS PASSED THE CANAL.

August 4th—Austria, Benvenue, Atholl, Glenora, 7th—Derfflinger, Castellan, Polynesia, Hakata Maru, Tadena, 11th—Glenora, Scandia, Nipponia, Pusan, 14th—Ceylon, Kintuck, Mennan, Yunnan, 18th—Bendoran, Devalon, Prinz Eitel Friedrich, Simla, 21st—Kleist, Nippon, Glauca, Indrasmita, Iyo Maru, Oceanica, Stentor, Peshawar.

ARRIVALS AT HOME.

August 20th—Armand Behic, Saturna, Indrami, Denbighshire.

SHIPPING IN PORT.

STEAMERS.

AMERICA MARU, Japanese str., 3,480, H. Hinkuma; 21st August—Moji 15th Aug. General—Toyo Kisen Kaisha.
ANRU, British str., 1,350, J. B. Harris, 22nd August—Shanghai 19th Aug. General—Butterfield & Swire.
BOUABON, French str., 950, Le Bail, 19th Aug. Saigon 15th Aug. Hobe—Mau Pak.
BUSAN MARU, Japanese str., 3,500, Y. Tatsu, 22nd August—Moji 18th August. General—Mitsui Bussan Kaisha.
CAIRO, British str., 1,193, P. Mooney, 24th August—Tientsin 17th, Chefoo 18th and Weihaiwei 19th August, General—Jardine, Matheson & Co.
CROCODON, British str., 5,747, H. C. Harris, 7th August—Manila 5th August, General—Butterfield & Swire.
DOA HARMAN, American str., 540, M. Morales 6th August—Manila 3rd Aug.—Jorge & Co.
DUTY, Norwegian str., 630, Aarhaugen, 19th August—Samarang 6th August, English and Molasses—Agard, Thorsen & Co.
EMPIRE, British str., 2,843, Holm, 20th Aug.—Sydney and Manila 18th Aug. General—Gibb, Livingston & Co.
FOODON, British str., 1,228, Vincent, 2nd August—Cebu and Hobe 29th, nly, General—Butterfield & Swire.
GERMANIA, German str., 1,713, C. Jorgensen, 22nd August—Wakamatsu 17th August, General—Jorge & Co.
GLENNARY, British str., 2,856, Houghton, 16th August—Haiphong and Shanghai, 13th August, General—McGregor Bros. & Co.
HARBOUR, British str., 1,267, J. W. Packer, 22nd August—Fochow via Amoy and Swatow 22nd August, General—Douglas, Leyland & Co.
HALICUT, Dutch str., 2,047, Offerhaus, 13th August—Swatow 12th August, Bulk Oil—Atlas Petroleum & Co.
HANTAN, British str., 1,870, Trowbridge, 23rd August—Moji 15th August, Coal—Butterfield & Swire.
HATHAY, 742, D. Sidel Avaine, 9th August—Hobe 4th August, General—Hutchinson.
HUTCHINSON, British str., 1,217, E. Forsyth, 21st August—Tientsin via Chefoo 12th August, General—Butterfield & Swire.
HYSON, British str., 4,232, J. A. Davies, 19th August—Liverpool 10th July, General—Butterfield & Swire.
ISOMI MARU, Japanese str., 1,859, A. Yash, 5th August—Mororan 25th July, Coal—Mitsui Bussan Kaisha.
IRAKA, German str., 1,446, W. Vogeler, 22nd August—Hongkong 20th August, Coal—Hamburg-Amerika Linie.
KAITUMI MARU, Japanese str., 1,903, S. Sada, 16th August—Moji 8th August, Coal—Mitsui Bussan Kaisha.
KASHING, British str., 1,276, Laver, 20th August—Haiphong 17th August, Cattle and Pigs—Butterfield & Swire.
KIANG CHING, Chinese str., 1,002, A. F. Brissandier, 11th August—Chinkiang 7th August, General—King Lee.
KING GEORGE, British str., 2,057, J. E. Jeffroy, 1st August—New York 16th April, Kerosene—Standard Oil Co.
KIANG PING, Chinese str., 7,222, H. Uddin, 17th August—Chinkiang 11th August, General—Trig Lee & Co.
KIUKANG, British str., 1,221, Robertson, 22nd August—Weihaiwei 17th August, General—Butterfield & Swire.
KNIVBERG, German str., 623, Niejahr, 23rd Aug.—Haiphong and Hobe 22nd Aug. General—Jensen & Co.
KWETANG, British str., 1,404, M. Dawson, 19th August—Newchwang 12th August, Coal—Butterfield & Swire.
LOTHIAN, British str., 3,222, W. J. Lockhart, 16th August—Calao 6th July—Doddell & Co.
MANDARIN MARU, Jap. str., 4,444, Shimidzu, 10th August—Mitsui 4th August, Coal—Mitsui Bussan Kaisha.
MEEPOO, Chinese str., 1,374, L. McArthur, 23rd August—Shanghai 20th August, General—C. M. S. N. Co.
MICHAEL JESSEY, German str., 959, J. Peter, 14th August—Amoy 11th August, General—Jensen & Co.
MONGOLIA, American str., 8,750, H. E. Morton, 21st August—San Francisco 22nd July, Mails and General—P. M. S. S. Co.
PAKHOT, British str., 1,201, J. Gibbs, 19th August—Newchwang and Chefoo 11th August, Beans and General—Butterfield & Swire.
PETCHABURI, German str., 1,373, C. Gosewisch, 19th August—Bangkok 9th Aug. General—Butterfield & Swire.
PONGTONG, German str., 998, H. Oldsen, 22nd August—Bangkok 16th August, General—N.D.L.

QUINTA, German str., 987, F. Frahm, 23rd August—Sourabaya 11th August, Sugar—Java-China-Japan Line.
RAJAH, German str., 1,000, H. E. Rahr, 16th August—Rajah 10th August, Wood—Butterfield & Swire.
SAMSEN, German str., 998, R. Petersen, 16th August—Bangkok 7th and Swatow 15th August, Rice and Oakwood—Butterfield & Swire.
SEATTLE MARU, Japanese str., 6,182, T. Saito, 16th August—Moji 11th August, General—Osaka Shosen Kaisha.
SORBOON, American str., 821, J. M. Ugarte, 3rd August—Hobe 29th July, Sugar—Jorge & Co.
TAYO MARU, Japanese str., 7,265, Ernest Boat, 23rd August—San Francisco 27th July, Mails and General—Toyo Kisen Kaisha.
THORNDIS, Norwegian str., 1,191, Jorgensen, 23rd August—Bangkok 16th and Swatow 22nd August, Rice—Kin Tye Loon.
THOAS, British str., 2,657, Miles, 17th Aug.—Palimbang 7th August, Kerosene—Asiatic Petroleum Co.
WONKOL, German str., 1,115, W. Reher, 22nd August—Bangkok and Swatow 14th Aug. Rice—North German Lloyd.
WURU, British str., 1,227, Cogran, 18th August—Wak